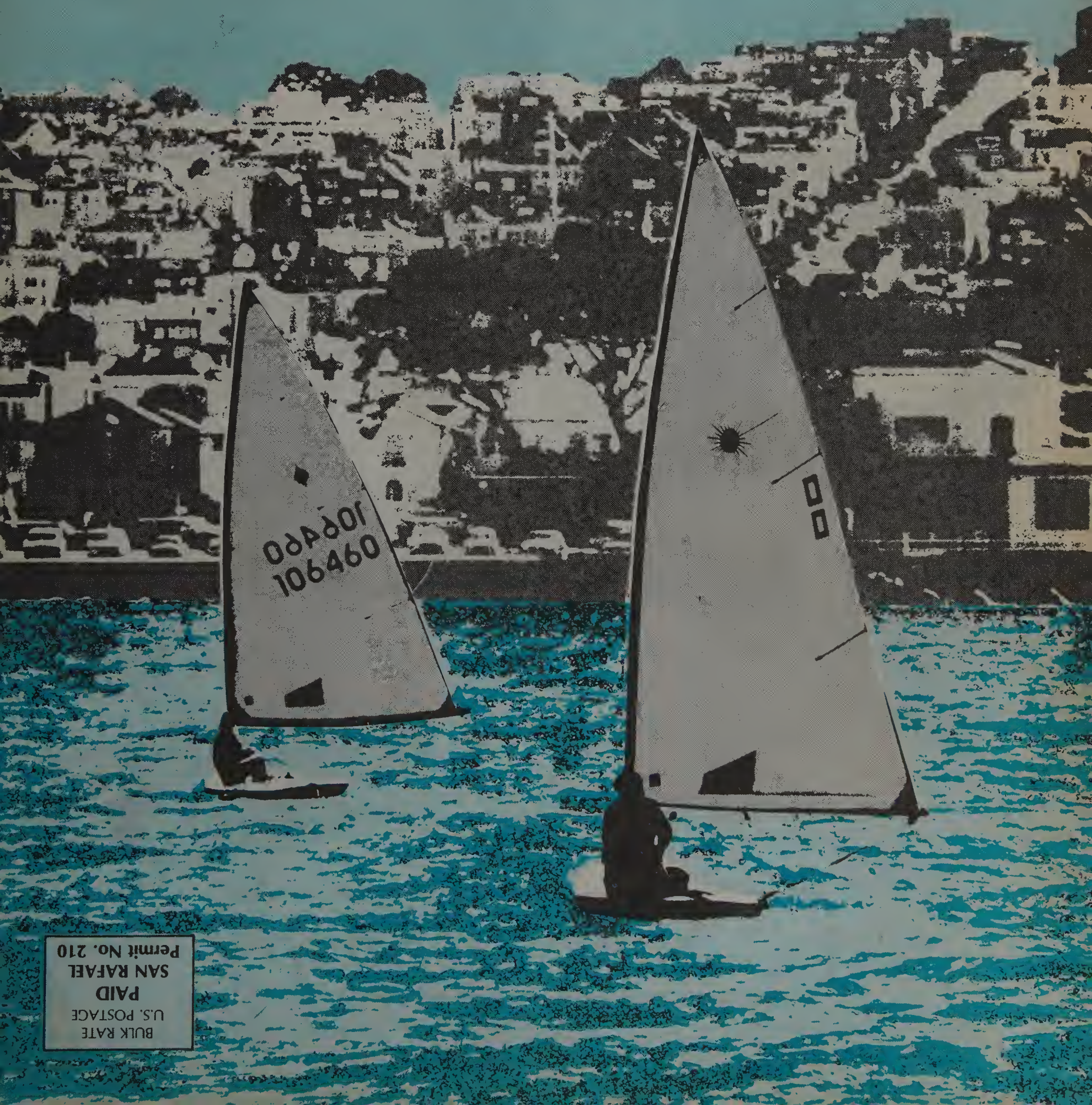


Latitude 38

VOLUME 106, APRIL 1986

CIRCULATION: 40,000



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Cal 2-27 Sistership. With standing headroom, teak interior and the latest improved cabin layout, she provides comfort and fine sailing characteristics. Popular San Francisco Bay one-design fleet. \$24,000



1980 Lancer 36. One owner yacht has recent upgrades including BMW diesel, epoxy bottom, s/s exhaust, and sea valves. Completely equipped with wheel, roller furling jib, sobstads, hot & cold water, refrigeration, and Montgomery dinghy. \$49,800

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1974 Coronado 35. You'll be surprised at the spaciousness and cleanliness of this center cockpit, aft cabin model. Like new. Lots of comfort plus hot & cold water, shower, refrigeration, diesel engine, and dinghy. Priced below market at \$42,000



International Folkboat. Timeless tradition exemplified in this highly regarded cruiser. You will appreciate her full keel ride and no non-sense cruising potential. See her at our docks. \$11,500

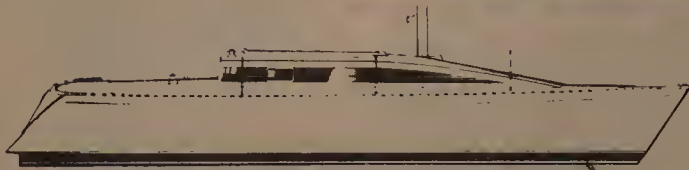


1973 Bristol 35. This Alden designed cruiser has it all. Perkins diesel, Hood furling jibs, dodger, self-tailing winches, and much more. Very clean. Won't last long at \$39,500

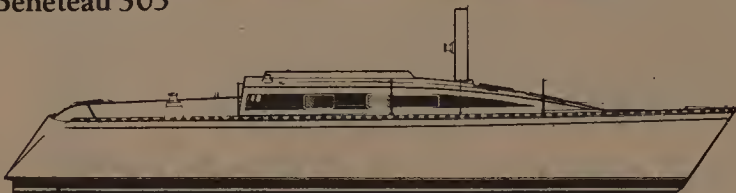


1969 Whitby 41. Big boat at a small price. Cruised East Coast and Carribean. Center cockpit provides two private state rooms. Perkins engine rebuilt 1980. Roomy liveaboard cruiser. \$62,500

THE LINES . . .



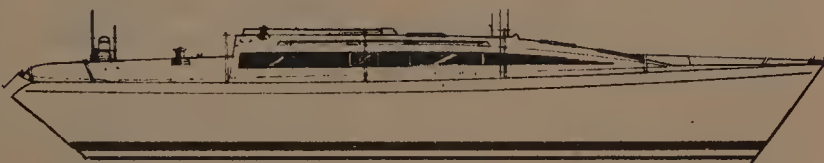
Bénéteau 305



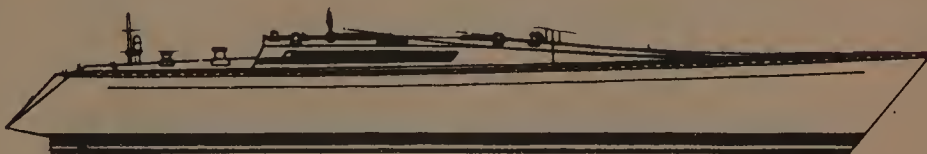
Bénéteau 325



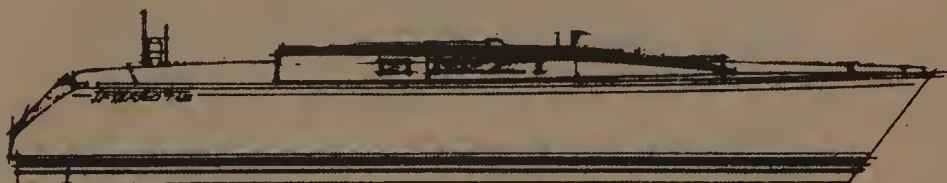
Bénéteau 345



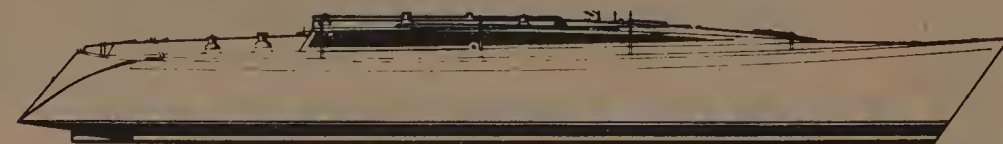
Bénéteau 375



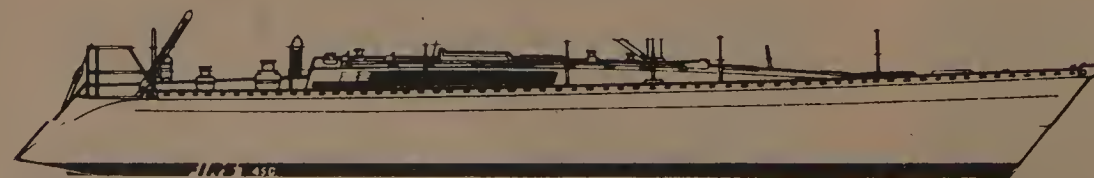
Bénéteau 405



Bénéteau 42



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CONTENTS

subscriptions	21
calendar	31
letters	41
loose lips	97
sightings	166
a day in the life	124
catching salmon	132
the big blowup	134
mexico: middle gulf	138
crew list	144
shipwrecked	152
big daddy	158
boat haulers	160
max ebb	164
racing sheet	168
changes in latitudes	176
classy classifieds	188
advertiser's index	203
brokerage	203

COVER PHOTO: JOHN RIISE
Laser Day on the Bay
Graphic Design: K. Bengtsson
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PASSAGES

*News from the World of
Passport, Beneteau and Passage Yachts*

Wastin' away again in Margaritaville . . . a letter from the Passport 40, Wildflower

Well, we finally made it here at Cabo San Lucas!
But let me tell you what we had to go
thru to get here.

We got into the tail end of that storm that killed 9 people at Bodega Bay. It didn't hit us until we hit Ensanada, Mexico. We were in 15 to 20 foot swells and wind waves and 36 + knot winds! Confused seas. Poor Wildflower was hit from all directions. She pooped so many times even with all our weather cloths. I'll tell you the four drains in this cockpit are fantastic. We would have a foot of water and within a few minutes all the water was gone. Also, she (Wildflower) loves to surf! In all those confused seas and waves slapping her in every direction, she would just lift up and surf down so easily. For three long wet days and nights and being slammed around she did a great job!! We are very happy with her. Oh! Also I might add, we came close to being hit by a freighter (I say close by, it was about a mile away). It was Mike's watch and it was 2:00 a.m. and pitch black out. You couldn't see any lights until they were dead ahead and getting closer and closer. Michael tried calling them on the radio and no answer. I really think no one stands watch on those damn ships. Anyway, I shined our big spot light on our sail and they finally changed course. And, of course we did, too.

We changed and used every sail we had. We had up the main and 95% jib. Then it started getting bad. So we reefed the main, then we reefed the main again and took down the 95 jib and put up the storm jib. We put a third reef in the main, then took down the main. We were doing 5 knots with the storm jib only. It was a miserable experience but I'm sure a good one for us.

But, right now I'm having a better time. Much more to my liking. I'm sitting on my new cushions in the cockpit, it's 6:00 p.m. and warm. I'm on my third vodka tonic. Wow!

David Demarest, have you got your mast yet? And David Smith, we've used two of your receipts out of the book. I love it!! Jack, I wrote Lori and Maury (the people who are buying a Passport 40) and told them how great Wildflower handled the storm. And it's true,, she really did.

Well, I'd better close. I will call the end of March to see how Debbie and baby and daddy are doing. All my love to all.



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It just keeps getting better.

NOW IT'S ADJUSTABLE!



Ted Hood designed the first Sea Furls more than 12 years ago. Today, you can't buy a better reefing and furling system than a Hood Sea Furl.



Hood Sea Furl just got better. Now it's adjustable. That means you have the advantage of up to 4" of headstay adjustment to allow for better mast tuning, less headstay sag and improved windward performance. This new feature simplifies Sea Furl's installation too.

The new Adjustable Sea Furl continues to offer everything you expect from Hood. Our exclusive Button-Lock[™] system gives the foil sections a clean, strong connection. The Hood patented Double-Swivel action gives you clean, wrinkle-free furling and good sail shape even when reefed. The Gemini[™] type double aft-facing grooves give you the ability to change sails easily or use double headsails downwind.

Hood Sea Furl is the name sailors around the world trust. Proven performance. Proven reliability. Year after year Sea Furl makes your sailing easier and more fun.

For the information you need to put a New Adjustable Sea Furl on your boat, call or write today...

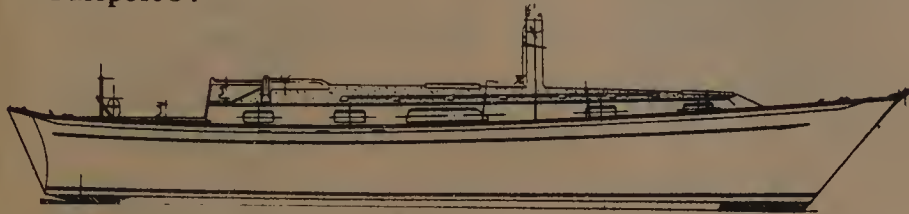


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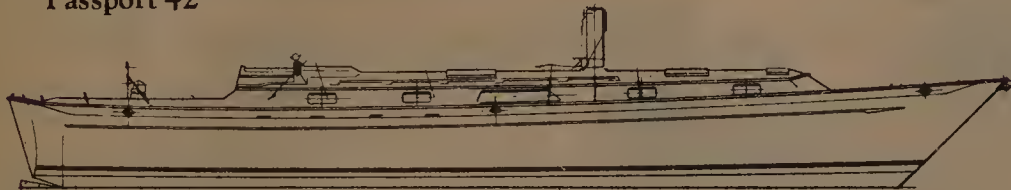
Passport 37



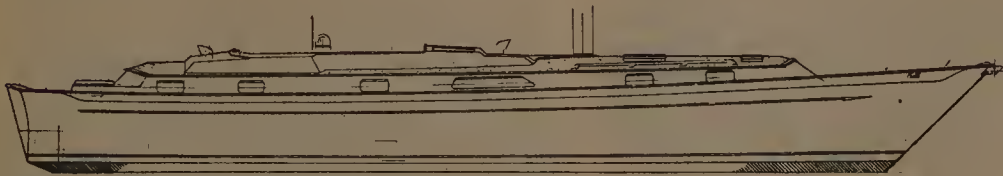
Passport 40



Passport 42



Passport 47



Passport 47 Center Cockpit



Passport 51



Passport 51 Aft Cockpit

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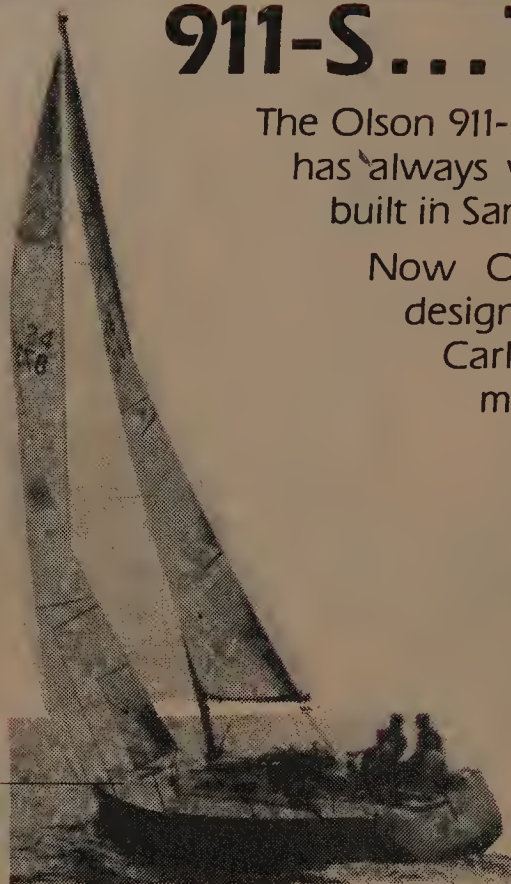
Due to the high quality production process, there will be a limited number of 911-S' built in '86... So, order yours now!

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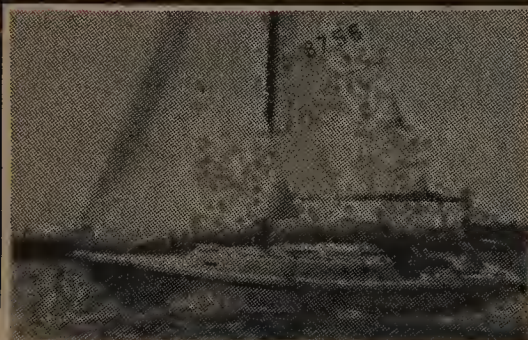
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911-S**



911-S Interior Headroom: 6'2" —
designed with your comfort in mind.



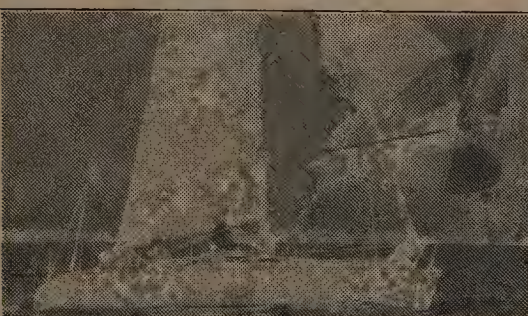
ERICKSON 35: An exceptional buy for an exceptional boat: diesel engine, hot & cold pressurized water, shower, propane oven, electronics, two mains and four headsails—including spinnaker. \$41,000.



HUNTER



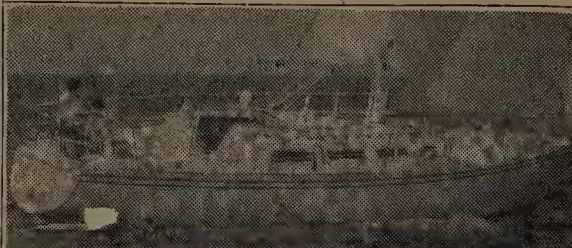
Hunter 27, 1983: An exceptionally well maintained boat with an inventory of equipment not usually found on a vessel of this size: Diesel Engine, wheel steering, four headsails including spinnaker, radio, depth sounder, compass & an Autohelm 3000 Self Steering System. Not a cleaner 27-footer afloat. "This is it!" \$29,500.



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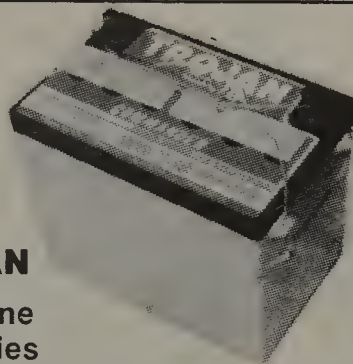
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Marine Batteries

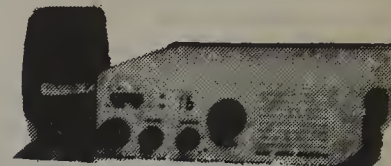


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XH 30 M	120 amp hr	13-1/2"x6-13/16"x9-1/4"	\$79.50
ENGINE STARTING			
	cold crank		
R 24 M	300 amp	11"x6-3/4"x8-7/8"	\$44.50
XH 24 M	425 amp	11"x6-3/4"x8-7/8"	\$54.50

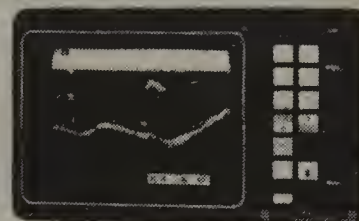
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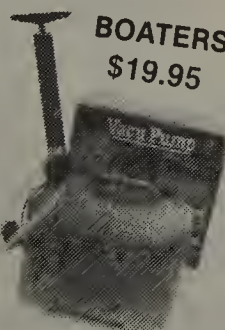
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Includes everything you need to change oil thru engine dipstick. New larger heavy duty tank & improved pump for greater suction.

Clean-Quick-Easy!

List: \$27.95

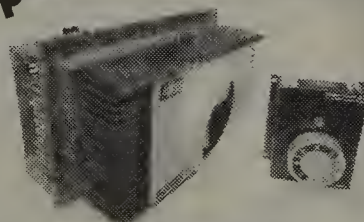
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Thermoelectric cooling unit converts your icebox into a refrigerator! ★ Self-contained
★ Easy to install
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★ Only 2 moving parts
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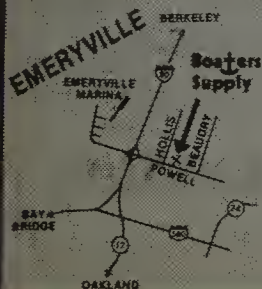
List: \$299.00
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Remote thermostat model with battery guard & surge protection.

List: \$359.00
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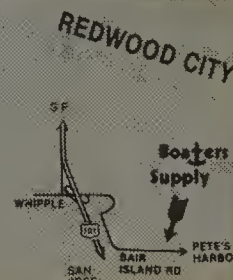
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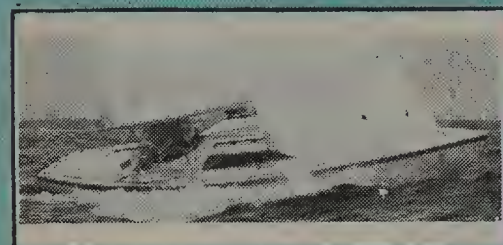




Freedom Express 39. Big, strong, fast & handsome cruiser with plush custom interior and loaded with equipment. Dealer demo maintained and priced.



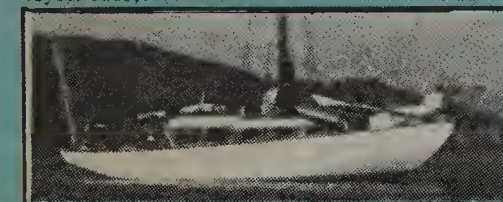
35' Ericson. Unmistakable Alberg influence. These smooth, traditional lines extend below waterline in full keel cutaway forefoot. Stiff, strong cruiser. Five headsails. **\$35,900.**



27' H. Scandinavian quality construction, built for family fun and solid performance in the North Atlantic and the San Francisco Bay. **\$18,900.**



45' Columbia. Opulent, apartment size interior. A real liveaboard palace. Originally commissioned, equipped and maintained by a respected marine surveyor. **\$110,000.**



36' Offshore. Purchased by current owner specifically for Mexico cruise. Cruise completed, yacht refurbished, ready to go again. Amazing 6'6" headroom. Diesel auxiliary. **\$43,500.**



Cal 29. Popular and proven Bay basher with weekend accommodations. Full cabin interior, full performance sailor. Great value. **\$24,900.**



Morgan 38. Brought up to tight survey specifications, cruised to Central America, raced some. She's versatile, steady, big and ready. **\$64,000.**



Tartan 27 Fine example of Tartan quality, longevity and aggressively priced to the current buyers' market. **\$21,500.**



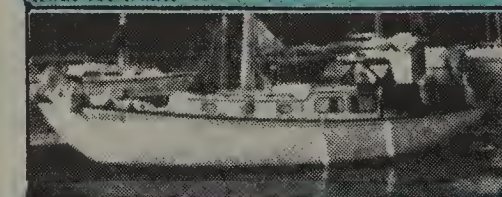
Rafiki 37. 3 page equipment list incl'd'g autopilot, diesel heater, dodger, plenty of cruising ground tackle and alarms for almost anything that could possibly go wrong. **\$79,500.**



Hans Christian 38. Price just reduced on the last one we have listed. Unusual detail interior touches make this one a must see. **\$97,500.** sistership.



Tartan 30. Great opportunity for the well-equipped cruiser who likes occasional racing. 10 sails incl'd'g 3 spinnakers & mylar 150. Will consider trade for trailerable. **\$29,900.**



33' Rhodes Swiftsure. Several yachts just called classics and this is surely one! This boat is seaworthy. **\$29,500.**

Sail Brokerage

* 20'	Flicka	\$25,000
24'	Columbia Challenger	6,500
24'	Yankee Dolphin	12,500
* 24'	Moore	16,000
25'	O'Day	11,000
26'	Pearson Ariel	9,500
26'	Int'l Folkboat (2)	13,950
26'	Cheoy Lee Frisco Flyer	15,000
26'	Pearson	15,500
27'	Coronado	12,000
27'	Sainana	14,900
27'	H-27	18,900
27'	Ericson	19,950
27'	Tartan (2)	21,500
* 27'	Nor'Sea Kit	Offers
* 27'	Nor'Sea	40,000
28'	Taipan	24,900
28'	Sovereign	49,900
29'	Cal	24,900
30'	Ericson	28,000
30'	Rawson	29,950
30'	Tartan	29,950
30'	S2 9.2C	33,500
30'	Islander MkII	34,500
30'	Wilderness	Offers
30'	Bristol 29.9	44,000
30'	Fisher Pilothouse	54,950
32'	Ericson	32,950
32'	Mariner Ketch	39,950
32'	Bristol Ketch	45,000
33'	Rhodes Swiftsure	29,500
33'	Tartan Ten	29,900
33'	Pearson Vanguard	33,500
* 33'	Hobie monohull	41,500
33'	Freedom	98,500
34'	Coronado	34,000
34'	Hans Christian (2)	73,900
35'	Ericson/Alberg	35,900
35'	Fantasia	67,500
36'	Cheoy Lee Offshore	43,500
36'	Cheoy Lee Luders	50,000
36'	Islander	60,000
36'	Westerly	79,500
37'	Islander	44,000
37'	Gulfstar	68,500
37'	Hollman Custom	78,000
37'	Rafiki (2)	79,000
37'	Tartan (2)	81,500
37'	Crealock	120,000
38'	Morgan, anxious	64,000
38'	Hans Christian T	97,500
39'	Freya 39	120,000
39'	Freedom Express	145,000
39'	Hans Christian P.H.	149,000
40'	Hinckley Bermuda yawl	97,500
40'	C&C, equipped!	105,000
40'	Trintella	129,000
42'	Spencer, cruise equipt.	65,000
42'	Garden ketch	129,000
43'	Hans Christian (3)	125,000
44'	CSY (2)	115,000
44'	Harden	115,000
45'	Columbia, customized	110,000
50'	Kettenburg	115,000
50'	Gulfstar (2)	149,000
51'	Island Trader	145,000
52'	Garden-Monk ketch	119,000
52'	Kettenburg/Columbia	150,000

Equipped for:

- offshore cruising
- Bay/pocket cruising
- racing

Cruising World Yachts

2415 Mariner Square Drive, Alameda, CA 94501 (415) 521-1929

Ask About Our
CHARTER SERVICE

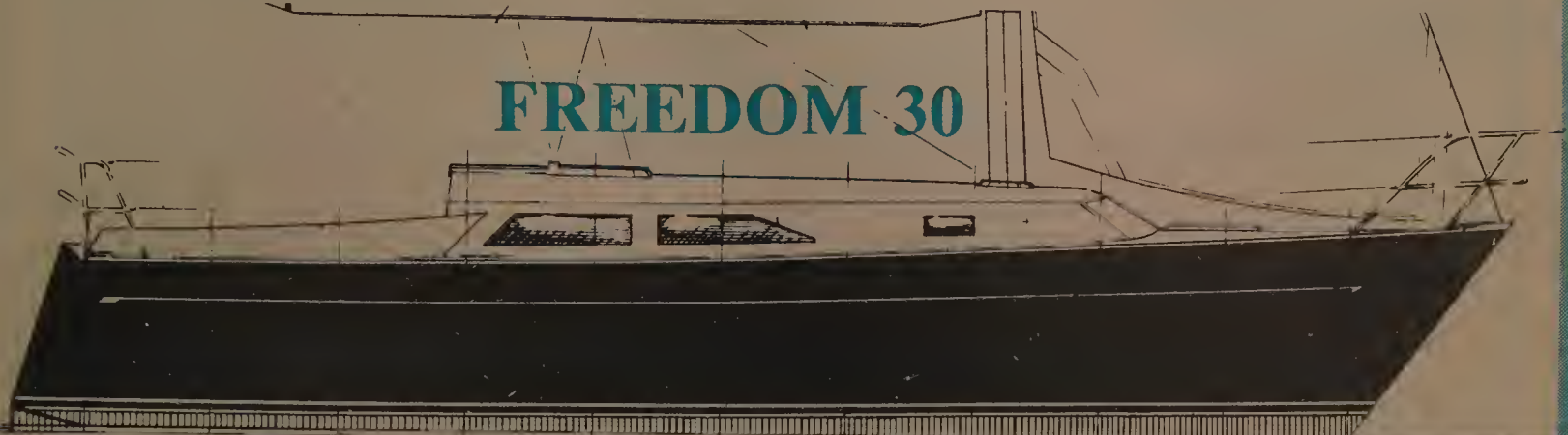
PERFECT TIMING!

A One, Two Boat Show Debut

If you believe that new should also imply better, you know that there are craftsmen in this world who are masters of the old way but are open-minded, even aggressive, in pursuing the uses of modern technology.

For you we have the new

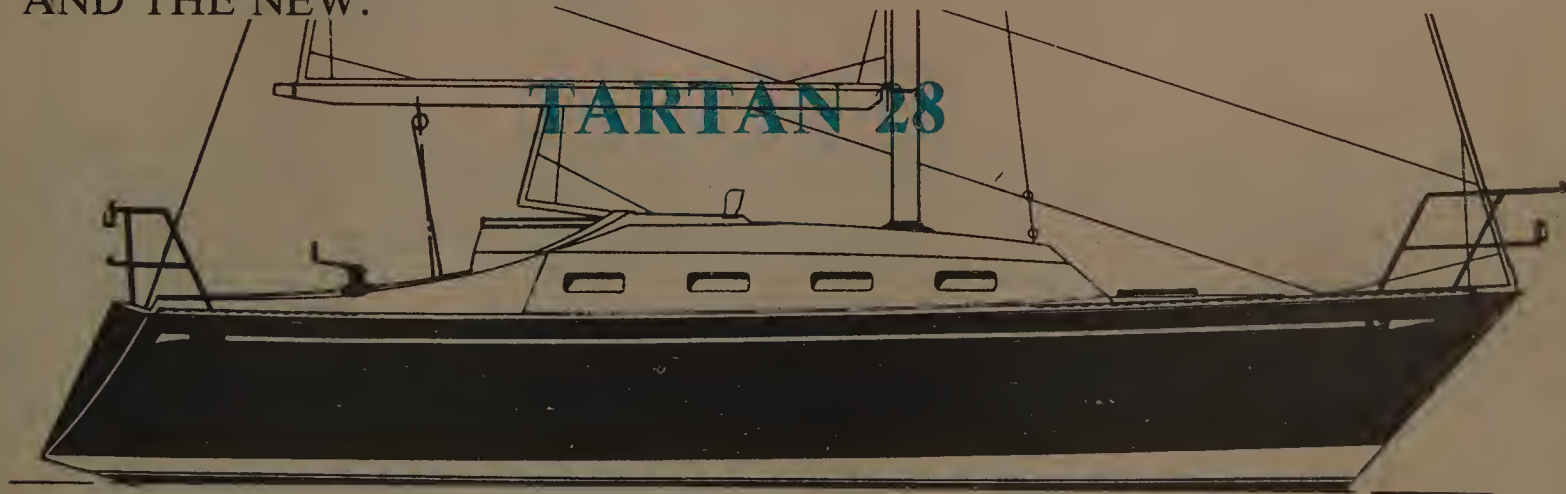
FREEDOM 30



Inspired by the performance and market success of the new Freedom 36, Gary Mull turned his indomitable imagination and his astounding computers to the service of those who think 30-ft is just about perfect. For sailors who want the best and the latest from the best and the brightest, we now have a Freedom that rests when you must, in a 30-ft slip.

AND THE NEW:

TARTAN 28



Tartan renewal is a Tartan legacy. New Tartans are the logical extension of long, hard-earned Tartan success. New Tartan buyers are very often seasoned Tartan owners. So if you are not quite ready for new yacht ownership, please consult page left; you might join the Tartan family by meeting someone who is ready for the great new Tartan 28.

Please inspect the new Freedom 30 and the new Tartan 28 at the San Francisco In-The-Water Boat Show, here in Mariner Square, Alameda, April 16-20.



21, 25, 32, 36,
39, 44, 58, 70

Representing



29, 34, 38, 43

TARTAN

28, 30, 10M,
34, 37, 40

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(916) 924-3100**

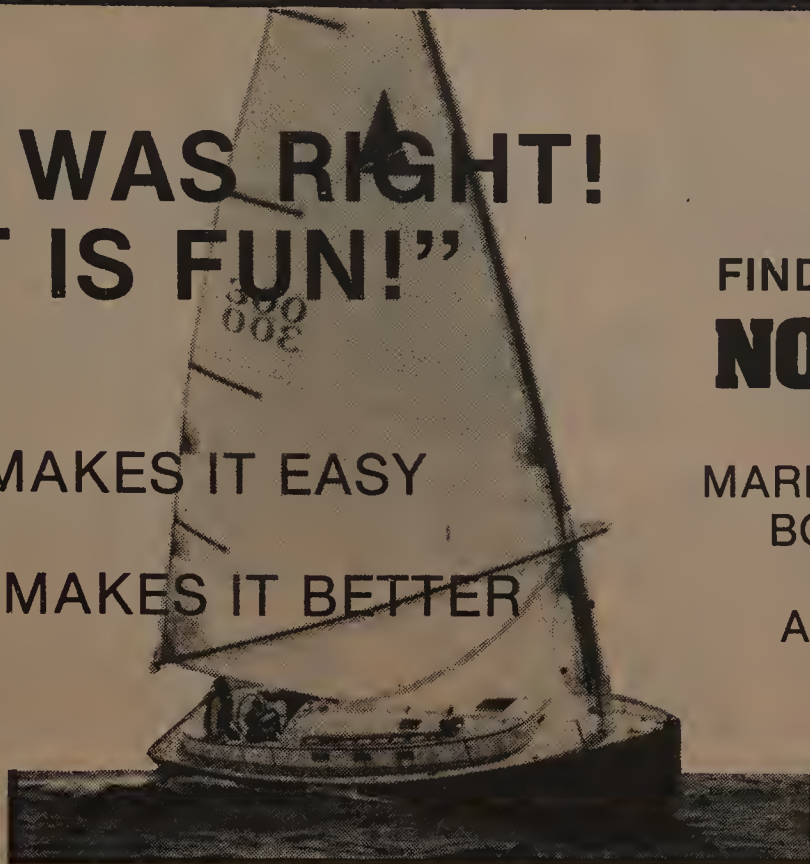
BILL LEE WAS RIGHT!
"FAST IS FUN!"

- ONE SAIL MAKES IT EASY
- NONSUCH MAKES IT BETTER

FIND OUT ABOUT
NONSUCH

AT THE
MARINER SQUARE
BOAT SHOW

APRIL 16-20



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INSURANCE
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IN-THE-WATER BOAT SHOW,
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**TRANS PAK
INSURANCE
AGENCY**

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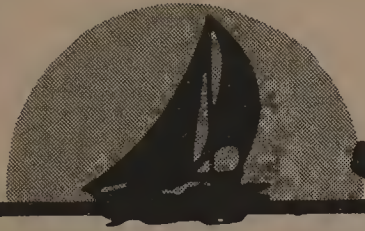
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APRIL

12 & 13

**10:00 a.m.
To 5:00 p.m.**

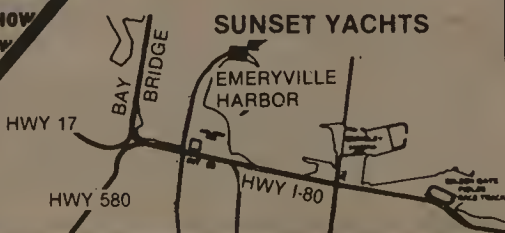


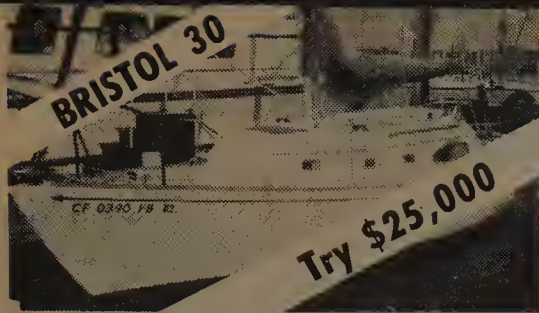
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Boats Open**

For Your Inspection

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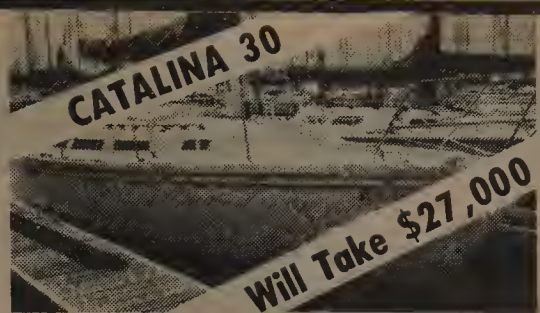
(415) 654-9185





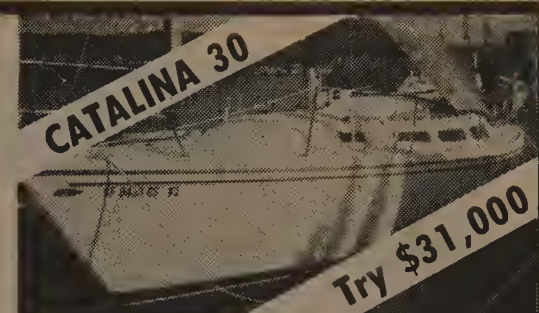
BRISTOL 30

Try \$25,000



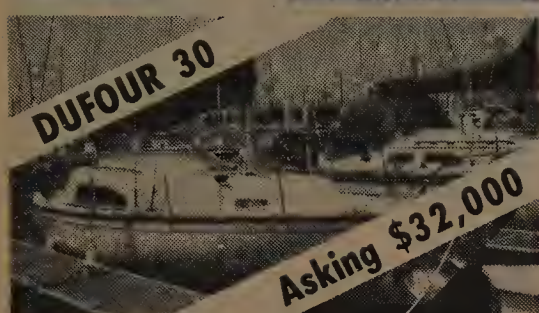
CATALINA 30

Will Take \$27,000



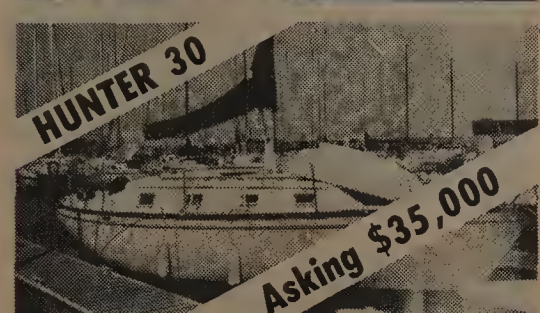
CATALINA 30

Try \$31,000



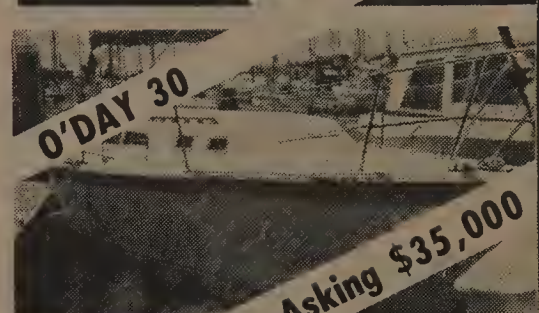
DUFOUR 30

Asking \$32,000



HUNTER 30

Asking \$35,000



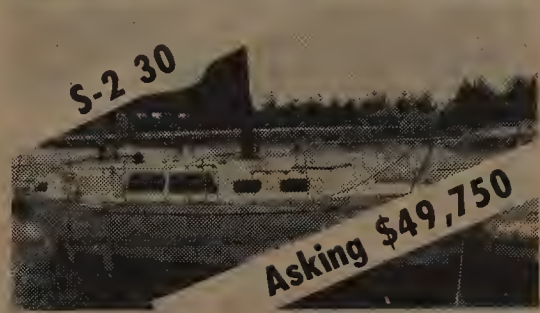
O'DAY 30

Asking \$35,000



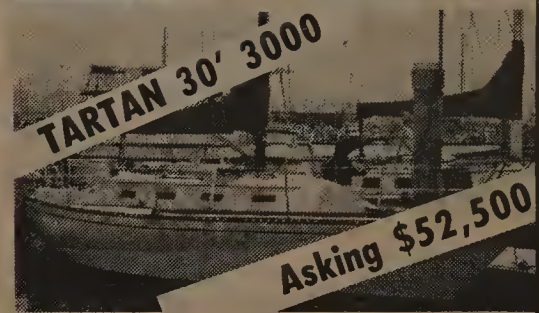
PEARSON 30

\$30,000



S-2 30

Asking \$49,750



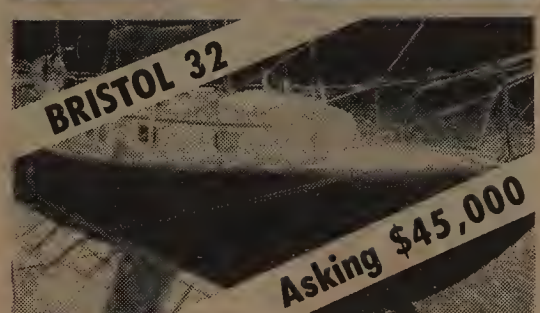
TARTAN 30' 3000

Asking \$52,500



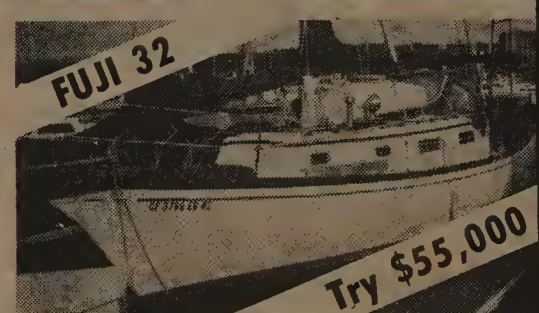
YANKEE 30

\$35,000



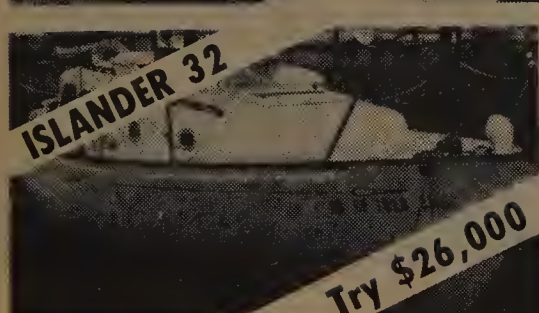
BRISTOL 32

Asking \$45,000



FUJI 32

Try \$55,000



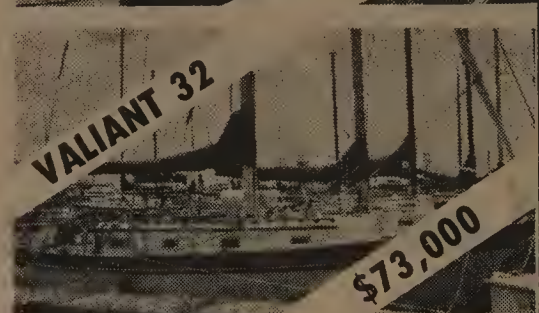
ISLANDER 32

Try \$26,000



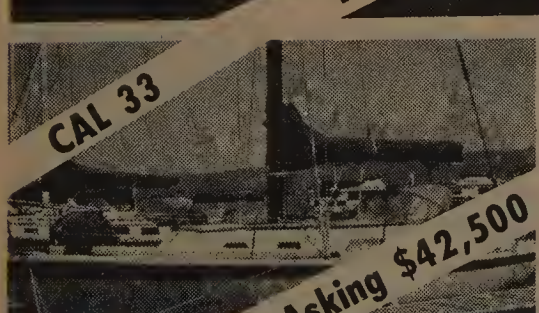
NANTUCKET 32

\$34,500



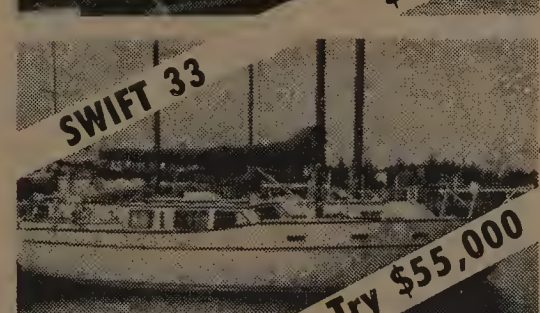
VALIANT 32

\$73,000



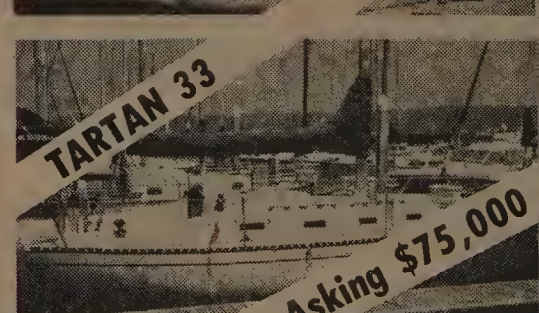
CAL 33

Asking \$42,500



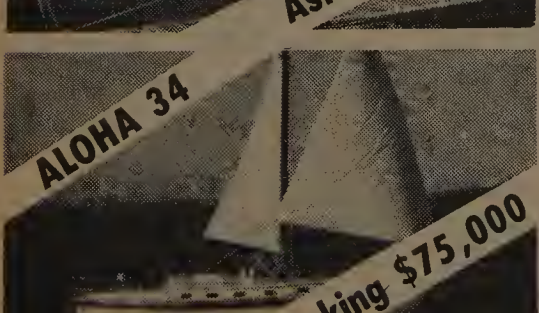
SWIFT 33

Try \$55,000



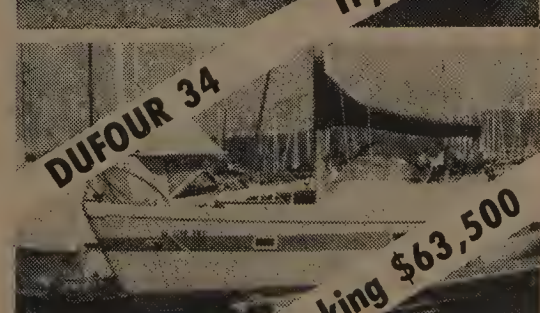
TARTAN 33

Asking \$75,000



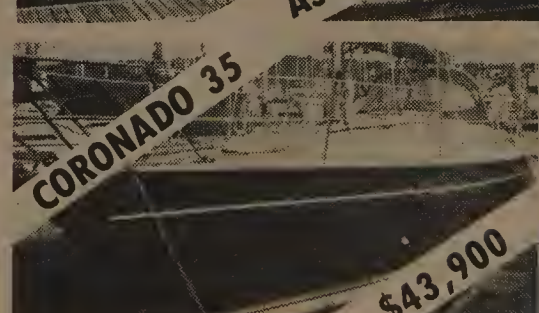
ALOHA 34

Asking \$75,000



DUFOUR 34

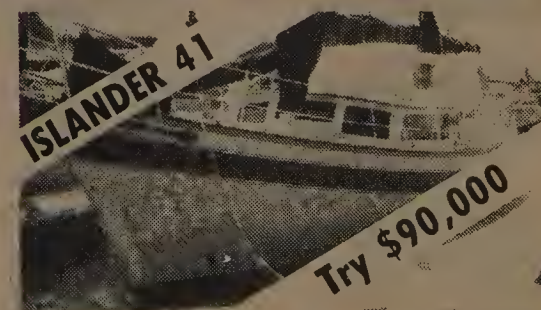
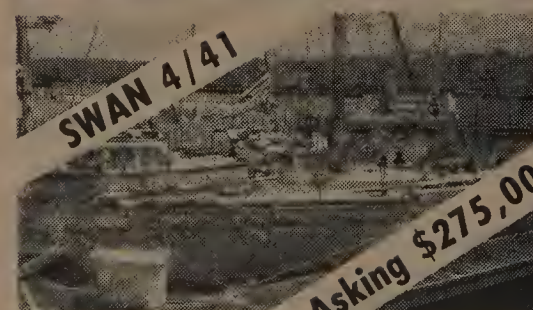
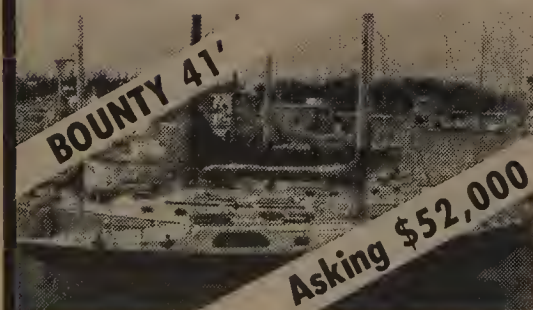
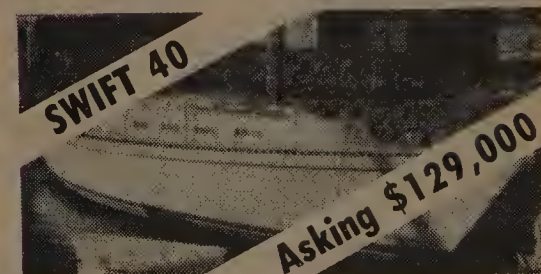
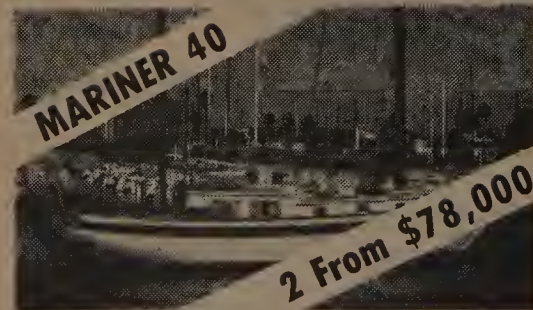
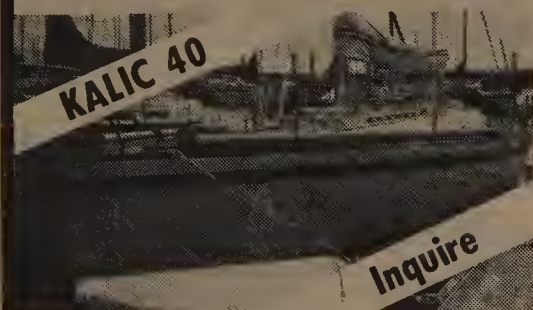
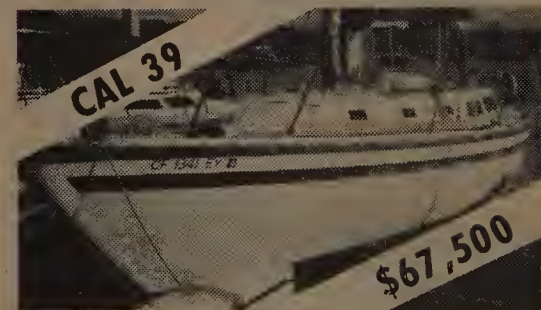
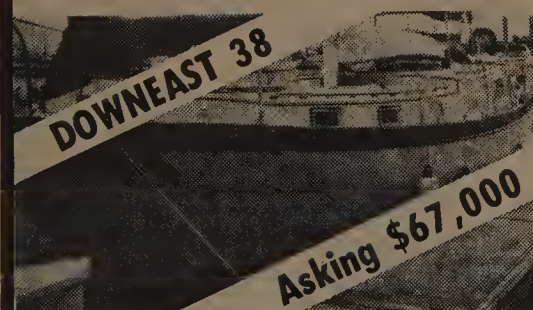
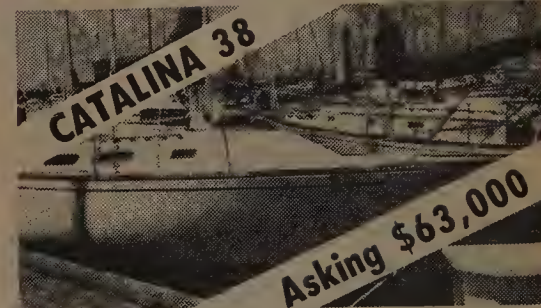
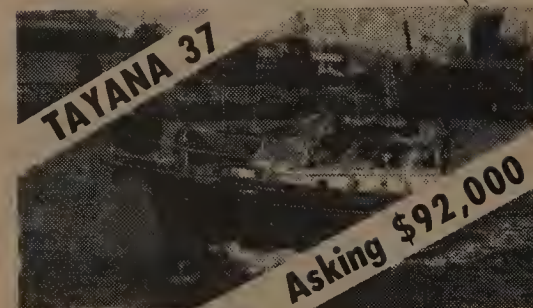
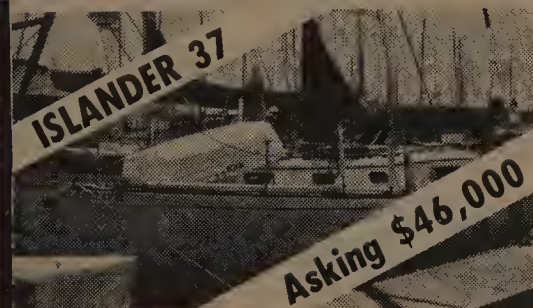
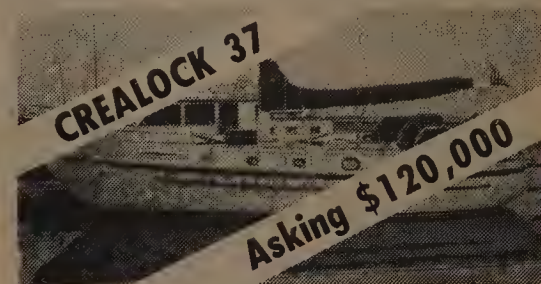
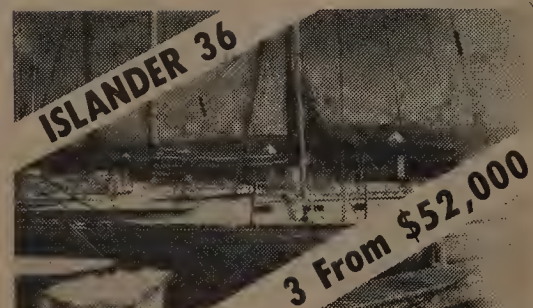
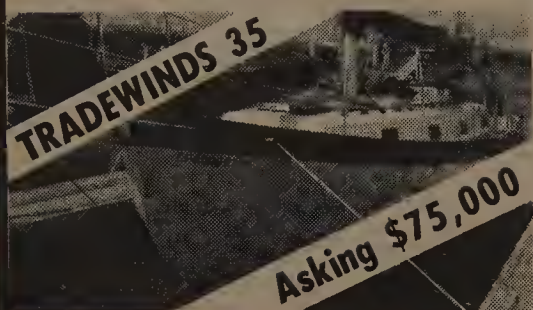
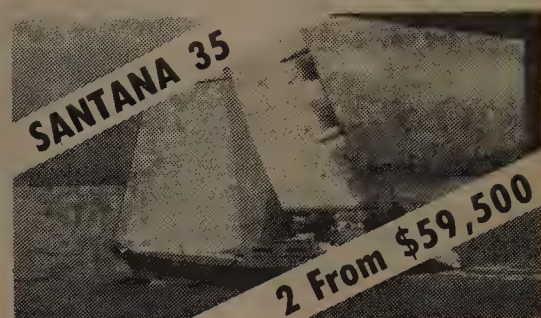
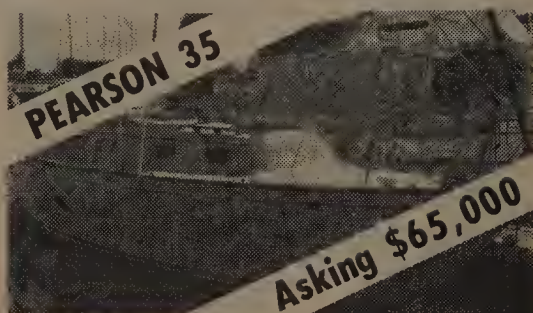
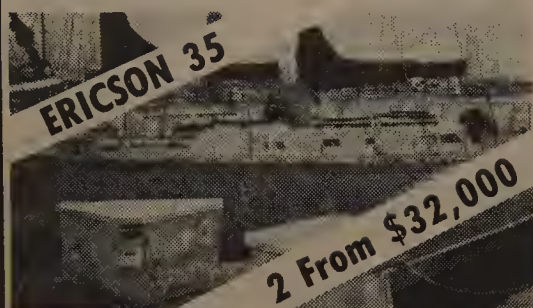
Asking \$63,500



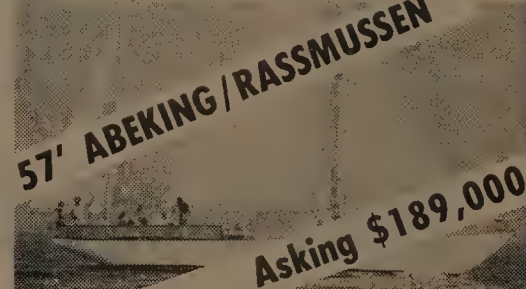
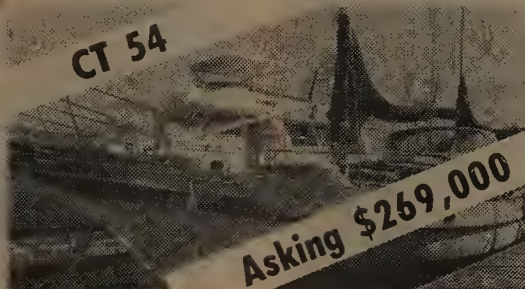
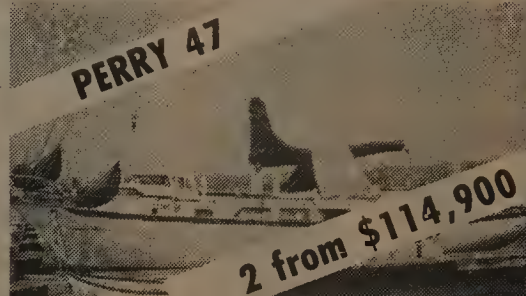
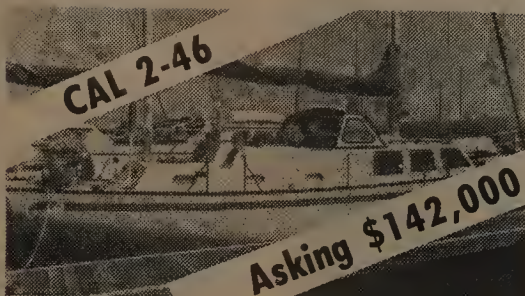
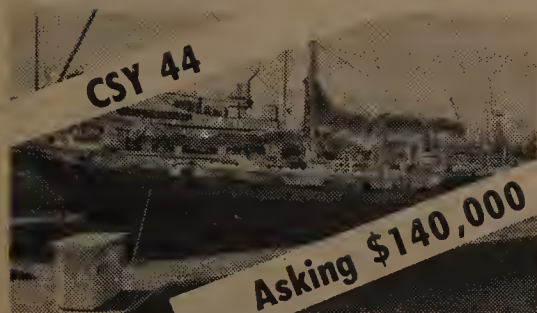
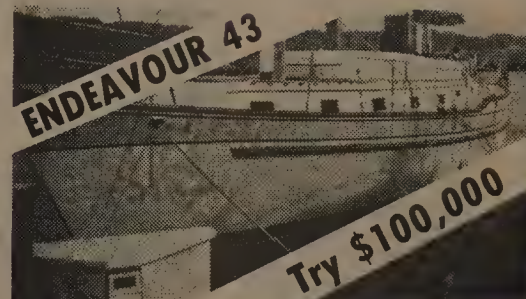
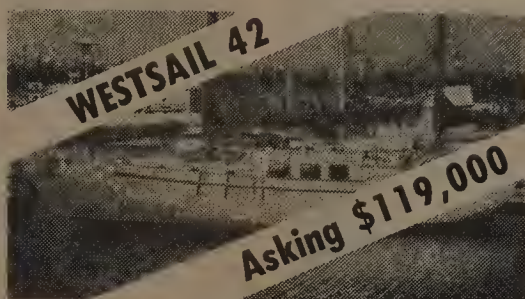
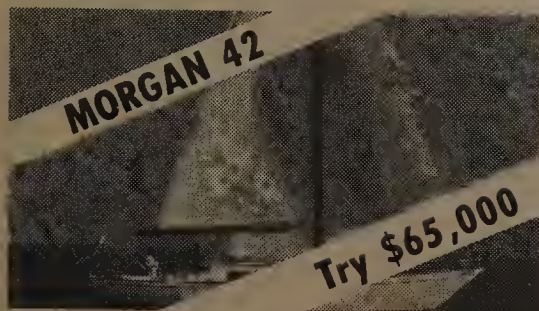
CORONADO 35

\$43,900

USED BOAT SHOW



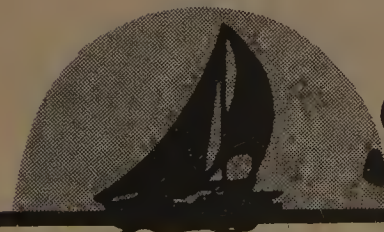
USED BOAT SHOW



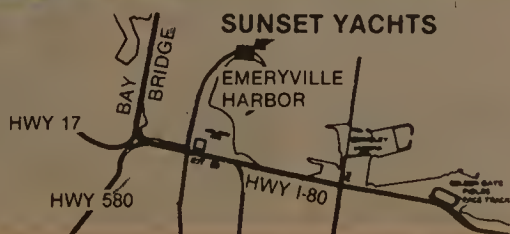
THESE BOATS
PHOTOGRAPHED ARE
ONLY 30% OF THE
BOATS IN OUR SHOW.



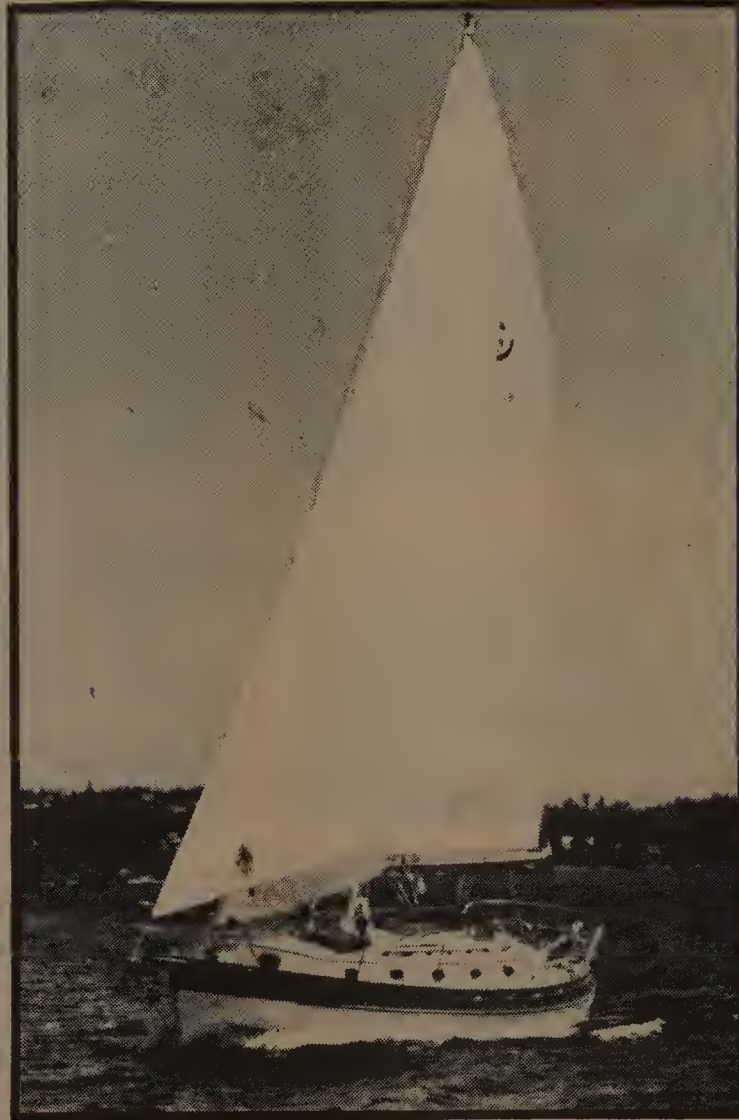
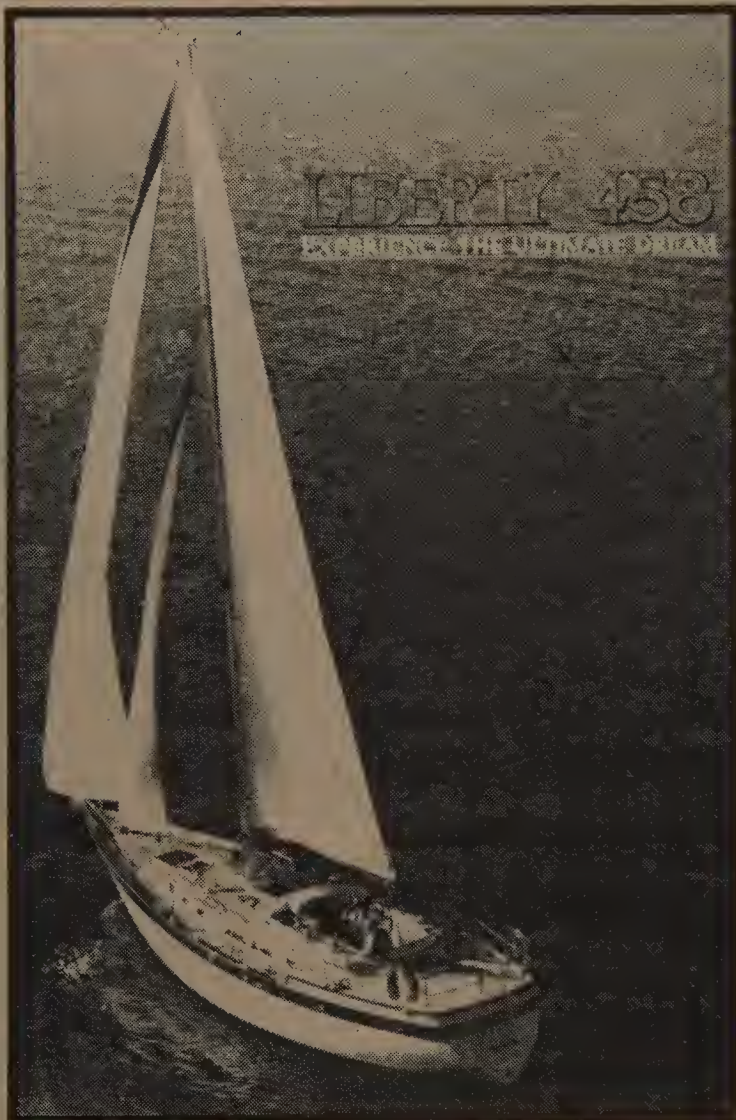
WE HAVE VESSELS FROM 20-FT TO 69-FT.
WE GUARANTEE WE HAVE A BOAT OF INTEREST TO YOU.
COME BY APRIL 12 & 13 AND SEE FOR YOURSELF.



Sunset Yachts



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(415) 654-9185



LIBERTY-458

or

PANDA-38

These two ocean sailing yachts arrived in March and are available for immediate purchase. Ready to go **Now**, you could be part of **Opening Day** on Sunday, April 27th.

For a **Private Showing** before everyone sees them at the In-The-Water Boat Show at Mariner Square **Contact** Bill Stennis at (415) 232-7778.

~~~~~  
**Opening Day Weekend**  
**Tatoosh Marine Celebration of**  
**Experienced Yachts**

The weekend following the New Boat Show we will have **Open House** on five or more **Specially Selected Experienced Yachts**.

Come join us for beer, wine and some cheese and to **select** an **Experienced** yacht that is outfitted, tested and ready to go **Tomorrow**.

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KING Chart Recorder w/hook-up to  
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RAY JEFF Mdl 1500 video.....395.00  
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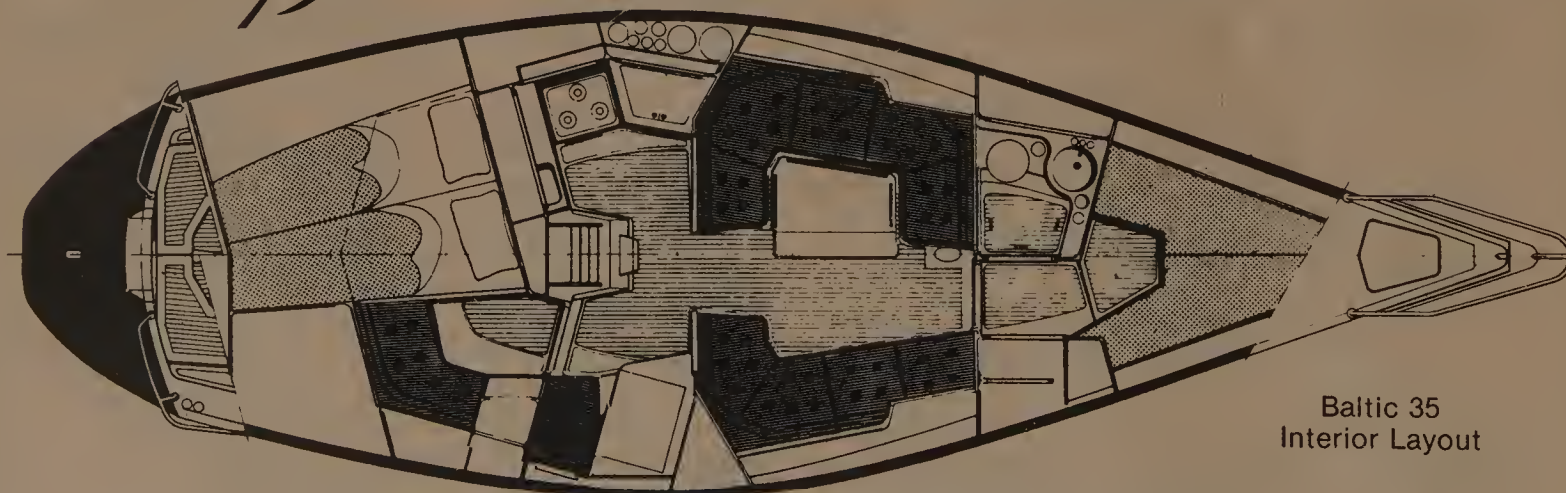
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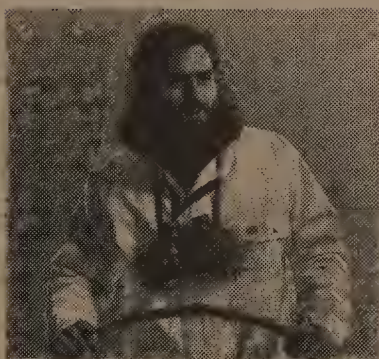
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| Sail |                 |      |         |
|------|-----------------|------|---------|
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| 22'  | Catalina        |      | 6,500   |
| 22'  | Santana         | 1966 | 6,600   |
| 24'  | Challenger      | 1964 | 4,500   |
| 26'  | Thunderbird     | 1965 | 8,365   |
| 27'  | Nor'Sea         |      | 39,900  |
| 27'  | Albin-Vega      | 1977 | 23,000  |
| 28'  | O'Day           | 1982 | 38,000  |
| 28'  | Pearson Triton  |      | 15,000  |
| 29'  | Yamaha          | 1977 | 38,000  |
| 30'  | Tahiti ketch    | 1946 | 27,000  |
| 30'  | Tahiti ketch    | 1954 | 29,000  |
| 30'  | Odyssey         | 1979 | 22,000  |
| 30'  | Santana         | 1976 | 26,000  |
| 32'  | West sail       | 1979 | 63,000  |
| 32'  | Aries           | 1974 | 33,500  |
| 36'  | Garden ketch    | 1981 | 74,950  |
| 37'  | Ketch           | '75  | 39,500  |
| 38'  | Hans Christian  | 1981 | 115,000 |
| 39'  | Cal             | 1971 | 59,500  |
| 40'  | Olson           | 1983 | 109,500 |
| 41'  | Island Freeport | 1976 | 110,000 |

| POWER |             |      |        |
|-------|-------------|------|--------|
| 23'   | Uniflite    | 1968 | 10,950 |
| 24'   | Reinell     | 1974 | 12,500 |
| 27'   | Sea Ray     | 1981 | 29,500 |
| 28'   | Sea Ray     | 1983 | 49,950 |
| 28'   | Glas Ply    | 1981 | 50,000 |
| 30'   | Chris Craft | 1964 | 17,000 |
| 30'   | Wieuiski    | 1952 | 10,000 |
| 31'   | Silverton   | 1978 | 44,500 |
| 32'   | Luhrs       | 1969 | 22,500 |
| 32'   | Grand Banks | 1966 | 46,500 |
| 32'   | Chris Craft | 1977 | 69,000 |
| 36'   | Harris      | 1980 | 78,000 |



38'  
Hans  
Christian,  
1981  
115,000



39'  
Cal,  
1971  
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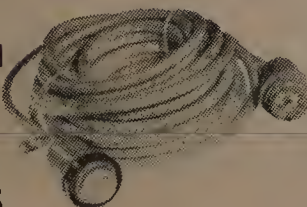
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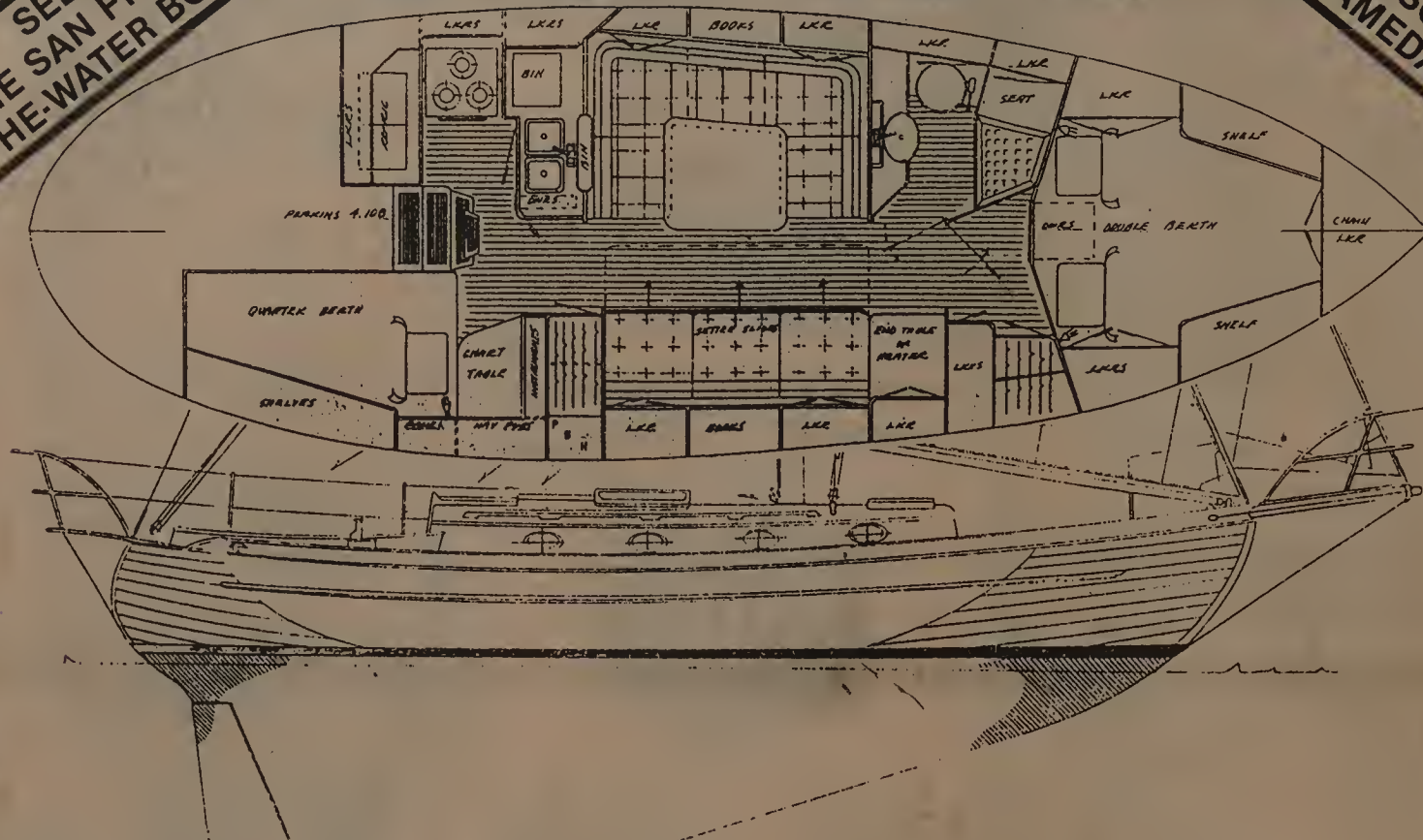
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Mainsail with two reef points  
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3. Signet knotlog MK 267
4. Windex wind direction indicator
5. Seaward propane stove which contains three burners w/oven underneath, one propane tank
6. Ritchie SP-5 compass
7. Coast Guard safety package which contains:
  - 4 life jackets
  - 2 fire extinguishers
  - 1 air horn
  - 1 flare gun
  - 1 life buoy

The boat will be in the water with two coats of bottom paint and includes the sheet, fender and mooring line.

**The total purchase price \$78,950**

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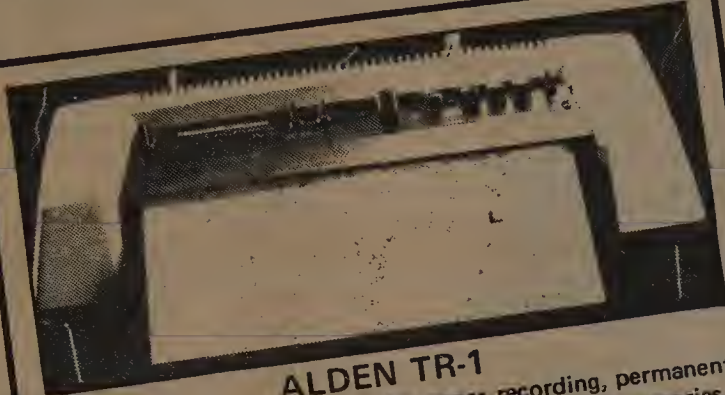
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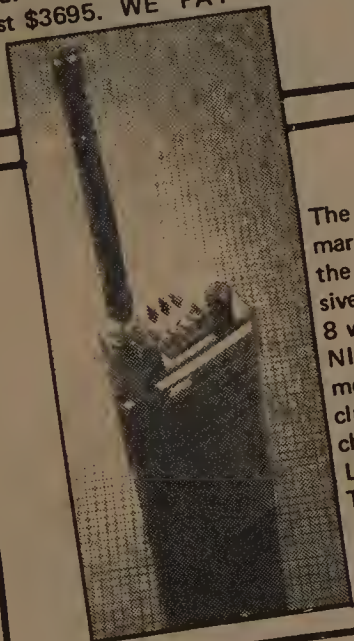
April is Tax Free Time at Johnson Hicks! Since Uncle Sam has already put the grip on you this month — we've decided to pay your sales tax on the items below for the entire month. In fact, we'll pay shipping too! Everything's subject to stock on hand, so give us a call!



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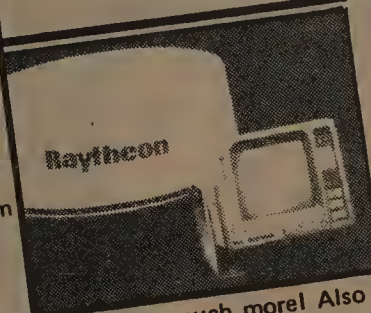


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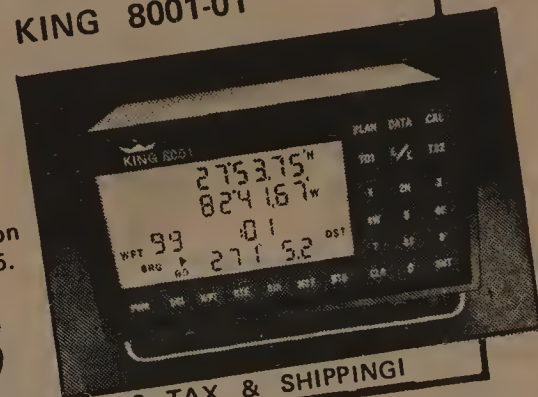
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To find out more about the homes available at Pointe Ballena, and to arrange an appointment to tour them, please call the developer, Great Sierra Group.

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For further information call: (415) 522-5636





# CALENDAR

## Nonrace

**April 1** — "Introduction to Amateur Radio," a beginners course in radio practice and theory, including all the requirements to obtain a license. Tuesdays from 7-9:30 p.m. for 10 weeks. \$7 tuition. Alameda Adult School 522-3858.

**April 2** — Coastal Navigation and Piloting class, College of Alameda. Linda (Weber-Rettie) Newland is the instructor. M-W, 7-9:30 p.m. Call 522-7221 for more information, or just show up for the first class in room D 119.

**April 5** — Open house at D'Anna Sailing Company, Oakland, 12:30. A good chance to see how you can have all the fun of sailing without having to own a boat. Space is limited, so call if you want to attend 451-7000.

**April 5** — Marine Swap Meet, Dana Point Harbor. Everyone is invited; no charge to buyers or sellers. (714) 496-3318.

**April 5** — Coronado 25 Fleet 7's 15th Annual Sail Clinic for Cruisers and Racers, Richmond YC, 10 to 4. Bill Rossman 682-4612 or Elaine Kozak 332-3380.

**April 5-6** — America's Cup Bayside Festival. Fund raiser for the St. Francis Golden Gate Challenge. See Sightings for more or call the Encinal YC 522-3272.

**April 5-6** — Open House at the Island YC. Come and watch the 12-Meters round the leeward mark. 521-2980.

**April 6** — Arrival of tallships *Josephine*, *Bluenose* and *Californian*. They're due to pass under the Gate between 11 and noon, so have your camera ready. Parade of sail to follow. 620-0206.

**April 7** — "Sole Survivor", the adventure of the longest at-sea shipwreck survivor in history. Presented by Ruthanne McCunn. Fort Mason Center (SF), Bldg. C, room 300, 7 p.m. \$2 donation. Oceanic Society, 441-5970.

**April 9** — *Latitude 38* Crew List Party, 6-9:30 p.m. at the Corinthian YC. Racers, cruisers and daysailors whose names appear in this or last issue get in free, everyone else \$5. Come meet the folks you're going to sail with this season! 383-8200.

**April 10** — The East Bay *Latitude 38* Crew List Party. Same as above, but at the Metropolitan YC. 383-8200.

**April 9-13** — Newport In-The-Water Sailboat show, Lido Marina Village. Free parking and shuttle service. Duncan McIntosh (714) 673-9360.

**April 11** — Traditional boatbuilding lecture series, Bay Model Visitor's Center, 7-9 p.m. Sponsored by Call of the Sea. 331-1282.

**April 12-August 2** — Metropolitan YC Junior Sailing Program. Every other Saturday from 9 to noon. Neil Weinberg 834-8232.

**April 11** — "Marine Diesel Program for Yachtsmen" starts at the Technical Education Institute, Pt. San Pablo Yacht Harbor, Richmond, 9 a.m. to 2 p.m. For details, tuition, etc., call 233-3623.

**April 16** — Due to a large response to Sam Crabtree's Celestial Navigation class now in progress, this second one has been added. All aspects of celestial from a small boat are covered in evening sessions through June 4. Limited to 10 students. Oceanic Society 441-5970.

**April 16-20** — San Francisco In-the-Water Boat Show, Mariner Square, Alameda. Lots of boats, accessories and pretty girls. Karen Thompson 523-0922.

**April 17** — "Sailing the Dalmatian Coast." Come hear and see what sailing in Yugoslavia is like. Half Moon Bay YC, 470 Capistrano Rd., Princeton by the Sea, 8 p.m. Lynne Orloff-Jones is the speaker. Sandi Harris 922-6334.

**April 19** — Opening Day and fleet blessing, Benicia. Come join the fun in Carquinez Strait. Veronica Tipton (707) 745-2841.

**April 19-20** — Practical Celestial Navigation. SH TransPac veteran and delivery skipper Sam Crabtree will teach this class on

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# Marina Village Profiles: Chris Kafitz



*"I waited for the berths at Marina Village to be completed because it's a well-designed, easily accessible marina, and it's close to my yacht club. It's also a very friendly place with a lot of camaraderie."*

Chris Kafitz  
Fleet Captain, Merit 25, One Design Association  
YRA, SYRA and ODCa delegate  
Encinal Yacht Club member  
Master Mariners Benevolent Association

*Like any competitive sailor, Chris Kafitz has a high set of quality standards for her crew, her boat, and her marina. After visiting a number of marinas in the East Bay, she chose Marina Village for her Merit 25, "Equity."*

"I've been at a lot of marinas in the Bay Area, and Marina Village is among the best. It's designed with the boat owner in mind. The dockside amenities are practical and convenient. The shower and restroom facilities are clean, and there's a telephone close by. The entire marina is very well-maintained."

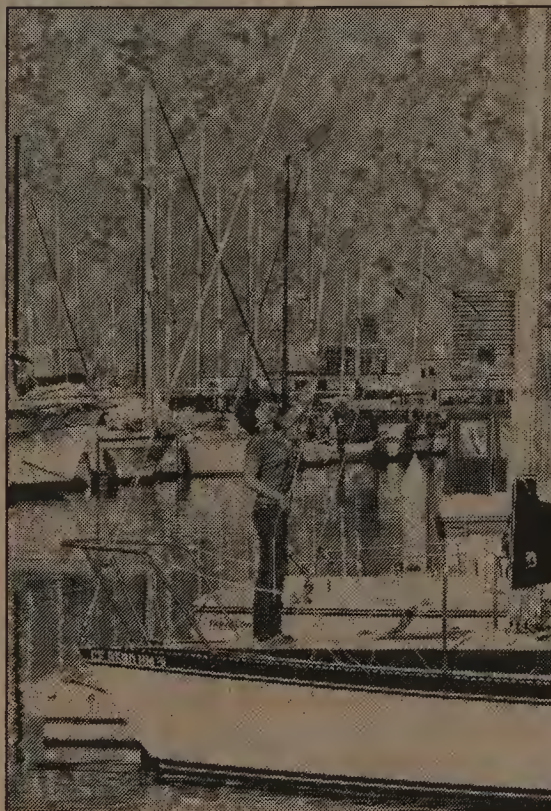
"The concrete fingers on the berths are a great feature. They're non-slippery, easy to keep clean, and they're very stable. They really make a difference. The other individual dockside features really make it a functional and attractive place to berth."

*Chris also considered location in deciding where to berth her boat. As an avid racer as well as recreational sailor, it is important to have her boat in a marina that is easily accessible for crew members and friends.*

"Marina Village is in a central location for anyone. It's 20 minutes from San Francisco, just a little ways from the South Bay, and it's perfect for the East Bay. It's got great accessibility, whether you're inviting your crew over or just getting together with friends to scoot around."

*Being in the estuary has been an added bonus for Chris, especially during racing season.*

"I find being in the estuary an advantage, and so do many of my fellow sailors. When you have a race, say on the Olympic Circle, it gives you a chance to brief your crew, plan strategies, get your boat rigged, and slowly work up to the race. You



can relax before you get into heavy weather, and you can practice on the way. You also have time to celebrate and tell tall tales on the way back."

*Chris' active racing schedule doesn't keep her from enjoying the many other benefits of Marina Village and the Oakland Estuary.*

"This is one of the few places in the East Bay where you can take a few people sailing, stop at any number of restaurants, have dinner, and then sail on again. There are three yacht clubs nearby and several marinas where you can guest dock. And the weather here is great. In the summer it's generally ten degrees warmer in Alameda than in other parts of the Bay. You can often go sailing in shorts till midnight. You can't do that anywhere else in the East Bay."

**Join Chris and the other discriminating boat owners who have chosen to keep their boat at Marina Village. Call Foster Goodfellow, Harbormaster, at 521-0905, and arrange for your personal tour of the marina facilities. Or drop by the Harbormaster's office at 1070 Marina Village Parkway, Suite 208, Alameda, CA.**

*Easily accessible from anywhere in the Bay Area, Marina Village is located in Alameda, just two minutes from the Webster Street Tube.*



## MARINA VILLAGE

A L A M E D A C A L I F O R N I A



# CALENDAR

board *Catch the Wind*, a Cal 39 while underway in the Gulf of the Farallones. Sun, moon and stars will all be shot, then reduction and plotting while underway. For graduates of a classroom class in celestial navigation only. Oceanic Society 441-5970.

**April 22** — Diablo Sailing Club Meeting, Heather Farms, Walnut Creek, 8 p.m. The speaker will be Chris Benedict, who will speak on racing and manufacturing International 14s. Diablo Sailing Club, P.O. Box 23622, Pleasant Hill, CA 94523.

**April 24** — The seventh of eight TransPac seminars put on by the Singlehanded Sailing Society. This one is on Medical Advice, provisioning and supply inventory. Oakland YC, 7 p.m.. Everyone welcome.

**April 24** — "Cooking Under Pressure," with galley gourmet Lynne Orloff-Jones. Class, held in Vallejo, includes 6-course dinner. (707) 557-0578.

**April 25** — Traditional Boatbuilding Lecture Series. See April 11 entry for information and phone.

**April 27** — Opening Day on the Bay. The theme is "Disneyland Fantasea salutes the America's Cup." Let's win this one for the Mickler. See *Sightings* for more.

**May 2-4** — Third Annual Discovery Bay Lions Club Boat Show, Discovery Bay Marina (just east of Antioch). Mike Aggeler 634-1423.

**May 3** — Hans Christian Owners Sail-In, Emery Cove Marina. Starts at noon; overnight berths available. Come enjoy the barbeque and meet other HC owners. Bill Patience 887-6277 or Jim Scala 283-2725.

**May 3** — SS Suisun Wine Cruise. Come and enjoy a four-hour cruise on this 86-ft classic motoryacht to raise money for the Pacific (SF to Hawaii) Cup. \$50 for wine and buffet lunch. Limited to 50. Denise Maggioncalda 954-1850 or 731-4835.

**May 3** — Opening Day, Montlake Cut and Lake Washington, Seattle, Washington. Seattle YC sponsors. Michele Shaw (206) 524-6505.

**May 10** — Marine Swap Meet, Pt. San Pablo YC, 700 W. Cutting Blvd. (Hwy 17), Richmond. Free parking and admission. 233-1046 or 232-4645.

**May 10-18** — San Jose Sports, Vacation, RV and Boat Show, Santa Clara County Fairgrounds. (415) 969-8770.

**May 17** — Passport Owners' Association meeting, Peninsula YC, 7 p.m. Guest speaker Claudia Mueller of West Marine will speak on Yacht Safety Gear. Jere Patterson (408) 371-9400.

## Racing

**March 30-April 6** — Sea of Cortez Race Week. La Paz to Isla Partida. See *Sightings* for more or call 383-8200.

**April 5** — Doublehanded Lightship Race. IYC sponsors. Half the proceeds go to United Cerebral Palsy. Paul Mazza 769-8257.

**April 5** — Singlehanded Farallones Race. What are you supposed to do with the other hand? Shama 332-5073.

**April 5** — 33rd Annual Bullship Race. El Toros from Sausalito to San Francisco.

**April 11** — Sausalito YC Sunset Race Series Crew Party. For Tuesday night racers to find a crew or boat. Cocktails at 6; \$7 barbeque dinner at 7; Door prizes, dancing and raffle later. \$2 admission. 332-9997 or 332-7400.

**April 12** — Doublehanded Farallones Race. Race to the Rocks with a friend in this BAMA (Bay Area Multihull Association) event. All monos and multis welcome. Don Sandstrom 339-1352.

**April 12-13** — Breakaway Regatta, Folsom Lake. Division 3 Hobie Cat Points Regatta. John Renning (916) 723-5837.

**April 12-13** — Lakeport YC Spring Regatta. Thelma Dangel (707) 279-1335.

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| 1    | \$ 288                    | \$334                      | \$ 51                        |
| 2    | 317                       | 334                        | 56                           |
| 3    | 348                       | 334                        | 62                           |
| 4    | 383                       | 334                        | 68                           |
| 5    | 422                       | 334                        | 75                           |
| 6    | 464                       | 334                        | 82                           |
| 7    | 510                       | 334                        | 90                           |
| 8    | 561                       | 334                        | 99                           |
| 9    | 617                       | 334                        | 109                          |
| 10   | 679                       | 334                        | 120                          |
| 11   | 747                       | 0                          | 132                          |
| 12   | 822                       | 0                          | 145                          |
| 13   | 904                       | 0                          | 160                          |
| 14   | 994                       | 0                          | 176                          |
| 15   | 1094                      | 0                          | 194                          |
| 16   | 1203                      | 0                          | 213                          |
| 17   | 1323                      | 0                          | 234                          |
| 18   | 1456                      | 0                          | 257                          |
| 19   | 1601                      | 0                          | 283                          |
| 20   | 1761                      | 0                          | 311                          |

• All figures are based on a 50' slip. Purchase price is \$30,000, with a \$6,000 down payment.  
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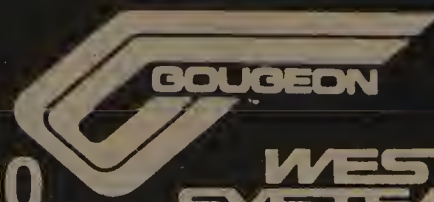
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**GULFSTAR 37** — Great cruising boats — will consider real estate trades. \$72,500/Offers.



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| 24' | Columbia..... (2)           | 5,900 ✓           |
| 24' | Flicka.....                 | 28,000            |
| 24' | Balboa.....                 | 12,900            |
| 25' | Bayliner.....               | 13,500            |
| 25' | Catalina.....               | 15,000            |
| 25' | Lancer..... (2)             | 11,000            |
| 25' | MacGregor.....              | 7,800 ✓           |
| 26' | Laguna.....                 | 28,100            |
| 26' | International Folkboat..... | 14,000            |
| 26' | Frisco Flyer..... (2)       | 19,900 ✓          |
| 26' | Seafarer.....               | 20,000            |
| 26' | Chrysler.....               | Repo ✓            |
| 26' | Islander.....               | 24,000 ✓          |
| 26' | Yankee.....                 | 19,000            |
| 27' | Catalina.....               | 18,500            |
| 27' | CL Offshore..... (2)        | 27,000            |
| 27' | Ericson.....                | 19,950            |
| 27' | O'Day.....                  | 19,500            |
| 27' | Sun Yacht..... (2)          | 23,500            |
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| 30' | Lancer.....                 | 27,000            |
| 30' | Chinese Junk.....           | Offers            |
| 30' | Hunter.....                 | 37,000            |
| 30' | Isldr Bahama.....           | reduced! 42,500   |
| 30' | Odyssey.....                | 25,000            |
| 30' | Tartan..... (2)             | 37,500            |
| 30' | Ericson..... (2)            | 25,000            |
| 31' | Hunter.....                 | Repo ✓            |
| 32' | Aries.....                  | 45,000            |
| 32' | Pearson 323.....            | reduced! 50,000   |
| 32' | Ericson.....                | 32,000 ✓          |
| 32' | Cavalier.....               | 65,000            |
| 32' | Cheoy Lee.....              | 58,000            |
| 32' | Islander.....               | 29,950            |
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| 34' | Cal..... (3)                | 34,500            |
| 34' | San Juan.....               | 58,000            |
| 34' | O'Day.....                  | 59,500            |
| 34' | Hunter.....                 | 62,000 ✓          |
| 34' | Islander.....               | 49,950            |
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| 36' | CL Clipper kch.....         | 64,900            |
| 36' | CL Luders.....              | 85,000            |
| 36' | Hunter.....                 | 54,900 ✓          |
| 36' | Formosa.....                | 64,950 ✓          |
| 36' | Islander..... (4)           | 54,500            |
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| 38' | Morgan.....                 | 69,000            |
| 38' | Hans Christian.....         | 109,000           |
| 38' | Oceanic.....                | 83,000 ✓          |
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| 39' | Westail.....                | 89,000 ✓          |
| 40' | Columbia.....               | 55,000            |
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| 41' | Bounty.....                 | 49,500            |
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| 42' | Blanchard.....              | 48,000            |
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| 43' | Young Sun.....              | 90,000 ✓          |
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| 43' | Endeavour.....              | 109,000           |

TRADES  
WELCOME



# CALENDAR

**April 12-13** — SFYC Resin Regatta. SFYC 435-9133.

**April 12-14** — Heavy Air Races between USA and Heart of America, main Bay.

**April 18-20** — 26th Annual Olympic Classes Regatta, Long Beach Harbor. In case you've forgotten, the Olympic classes are Soling, Flying Dutchman, Finn, Star, 470, Toronado catamaran and sailboards. Alamitos Bay YC sponsors. Ken Weiss (213) 434-9955.

**April 19** — San Leandro YC's First Annual Invitational Regatta. Olympic course in the South Bay for PICYA yacht club members. Lee Mocker 483-3390 or SLYC 351-9666.

**April 19** — Monterey Bay Yacht Racing Association season opener race, starting and finishing in Moss Landing. Keith MacBeth (408) 356-7440.

**April 19** — Rights of Passage Regatta. Teams experienced blue-water racers with novice crews in a race around the Farallones. A great way to get ocean experience. Kent Andres (408) 257-5268.

**April 19** — Small Yacht Racing Association (SYRA) '86 Season Opener for all 19 to 26-ft monohulls. Colin Gilboy 331-8379, or Vernon Huffer (408) 358-2992.

**April 19** — 10th Annual Colin Archer Regatta. For all double-ended, full-keel cruising boats. Stan Tice (408) 277-4161 (w) or (408) 269-8659 (h).

**April 19** — Laser Interstellar Regatta, Berkeley Marina. All Laser and Laser IIs invited. Gene or Bart Harris 548-3730.

**April 19-20** — Catalina 22 Association Western Regional Championship Regatta, Folsom Lake. Frank Hammons (916) 925-8468.

**April 19-21** — Three days and five heavy air races between USA and Canada I, main Bay.

**April 26-28** — Newport to Ensanada Race. One of the originals and still one of the best. Newport Ocean Sailing Association (714) 640-1351.

**April 26-27** — Second Annual Konocti Cup, Clear Lake. Leave the foulies home and bring the suntan lotion. A fun race in a beautiful location. Jim Ziebell (707) 277-SAIL.

**April 27-May 3** — Antigua Race week. The strongest indication that Western civilization is debauching itself into oblivion.

**May 9-11** — Swan Regatta, Monterey Bay. Co-hosted by the Monterey Peninsula YC and the new Monterey Plaza Hotel. (415) 332-0291.

**May 25** — Master Mariners Regatta. They don't get older, they get better. Lance Shoenberger 331-3170.

**May 31** — 19th Annual Around Treasure Island Race. This 26-miler is sponsored by the Spinnaker YC. Mark 972-4826 or 351-8583.

**Midwinter Series — Ballena Bay YC** — 3/29, 4/12. 523-0612 or (408) 377-0879.

**Women's Racing Association** — 4/12. 567-9314.

**Spring Warm-up Series — Island YC** — 4/5, 4/12/, 4/19, 4/26. Ron Lee (408) 225-0311 (h) or (408) 742-6922 (w).

**Spring Evening Series — Island YC (Fridays)** — 5/2, 5/16, 5/30, 6/13, 6/27. Ron Lee (408) 225-0311 (h) or (408) 742-6922 (w).

**Encinal YC** — 5/9, 5/23, 6/6, 6/20, 7/11. Terry Iverson 769-6190 or 522-0106.

All of the above races are open to the public. Some clubs have their own series for members only, so check with your club's race chairperson.

Please send your calendar dates **by the 18th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Send early, send often, but please only one announcement per page!

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### SPECIFICATIONS

LOA . . . 65'  
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Draft: 6'11" race - 8'6"  
Hull draft . . . 1'6"  
Displacement . . . 23,500 lbs  
Ballast . . . 10,000 lbs  
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Berths . . . 9  
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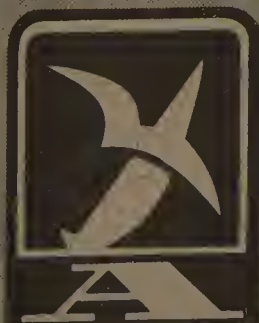
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65

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*New Course Record*  
1985 — Santa Barbara/LA  
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1985 — Port Huron Race  
Great Lakes, 320 boats. 2nd to finish.  
2nd PHRF Div. A  
1985 — Delivery to Europe  
Sailed across the North  
Atlantic to Mediterranean  
  
1984 — LA/Long Point/LA  
First to finish  
1984 — LA/Catalina/LA  
First to finish  
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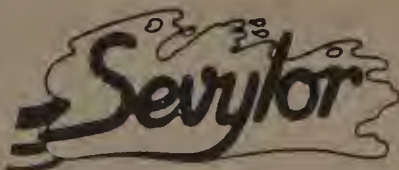
Tremendous Savings On  
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**\$55.99**

Regular: \$95.00  
per gallon

9-ft



Tender

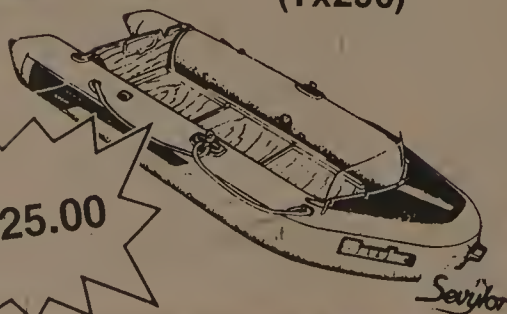
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- Hard transom
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120 quart provides extra seating

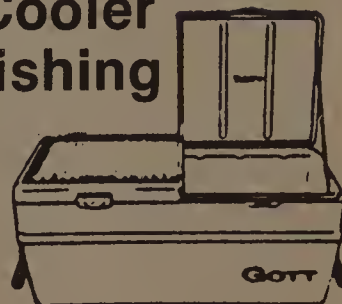
- Built tough — extra strong corner and bottom
- Two-part lid keeps the cold in
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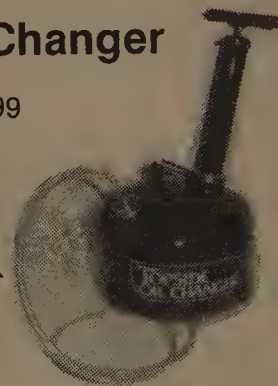


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# LETTERS

## □ MAY BE MISLEADING

Your lengthy quotations from a proposed draft ordinance for anchoring and mooring in Richardson Bay may be misleading to your readers. The ordinance is being completely revised.

The Richardson Bay Regional Agency (RBRA) has petitioned the Coast Guard to change anchorage designations in Richardson Bay and Belvedere Cove and is asking to administer these anchorages. An ordinance is being drafted now because the Coast Guard wants to review it along with the petition for change in the anchorage designation.

Your remark that the Agency's "call for public comment is nothing but an irritating formality to a government group that has made its mind up about what it is going to do" is not accurate. The RBRA Board has heard one round of comments and has asked staff to revise the draft ordinance, taking into consideration comments made orally as well as additional written comments by interested parties. The revised draft will be mailed out for another round of review and comment before it comes back to the Board.

The RBRA shares no personnel and staff with BCDC, by the way. The Marin County Planning Department is providing staff at present and if the RBRA takes over management of the anchorage, the City of Sausalito will operate a boat for water-based police and fire protection and will provide a harbormaster.

It is a little unfair of you to compare this embryonic agency, which has part-time staff and a proposed budget of less than \$100,000 a year, with the San Diego Unified Post District, which has millions of dollars to spend on mooring and shoreside facilities. In time, the RBRA would like to provide dinghy docks, public pumpouts and restrooms. Anchoring and mooring fees would be used to help pay for these much needed facilities, which would benefit the boating public in the Richardson Bay.

Any readers of *Latitude 38* who would like to comment on the draft anchoring and mooring ordinance for Richardson Bay should contact: Carol Williams, Marin County Planning Department, Room 308, Civic Center, San Rafael, CA 94903; or, telephone: (415) 499-6268.

I can assure you that your comments are not window dressing.

Carol Williams  
Policy and Programs Planner  
San Rafael

Carol — Perhaps we've gotten cynical. But what are there, some 19 agencies that have some sort of control over these waters? And dammit, it seems like each one of them has been doing studies and holding hearings non-stop for years and years now. You tell us what normal person could have possibly followed even a fraction of all this . . . this . . . well, call it what you want.

And please tell us why each one of these government agencies has studies and working proposals done by people who don't seem to know or care what a boat is or what the needs of boaters are? Is there some law that requires the bureaucracies to view sailors as borderline criminals who are trying to pollute the water and put one over on the rest of society? The RBRA may not have the money the San Diego Port District has, but that doesn't mean it can't be as open-minded.

You may have only been here for a year and the Agency may be new, but to boatowners an appeal for public comment from a government agency is like listening to the same old broken record.

You and the RBRA may be different, and we advised the PICYA and readers who think so to comment to you. But the same old hostility sugar-coated with far off promises doesn't do much for us. Until and unless there is a dramatic change of heart on the part of government agencies, we'll continue to recommend that boatowners

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| 56' Liton cutter      | 65,000  |  |
| 52' Columbia          | 150,000 |  |
| 50' Force             | 125,000 |  |
| 50' Piver Tri         | 295,000 |  |
| 49' Chinese Junk      | 95,000  |  |
| 47' Perry             | 144,000 |  |
| 46' Garden ketch      | 125,000 |  |
| 45' Garden ketch      | 125,000 |  |
| 44' Hardin            | 129,000 |  |



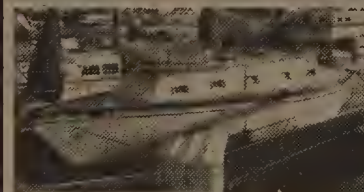
Freeport 36. A Or B Interior. Islander Yachts Most Elegant Cruisers. Best Equip Avail. (Sistership). Special Cruising Mod. Has Been To NZ/back. (3) Frm \$70,000-\$89,000.

|                    |         |
|--------------------|---------|
| 44' Peterson       | 130,000 |
| 43' Gaff ketch     | 12,000  |
| 43' Hans Christian | 128,000 |
| 42' Irwin          | 98,000  |
| 41' Coronado       | 67,000  |
| 41' Freeport       | 115,000 |
| 41' Morgan         | 78,000  |
| 40' Cheoy Lee      | 85,000  |
| 40' Choate         | 98,000  |



33' RANGER. Gary Mull design, the best club racer, just returned from cruising, thrilling performance & seaworthiness. Under \$40,000.

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|-------------------------------------|---------|
| 40' Freedom                         | 158,000 |
| 40' Hinckley                        | 97,500  |
| 40' Lancer                          | 110,000 |
| 40' Valiant 2 frm 90,000 to 116,000 |         |
| 39' Cal                             | 80,000  |
| 39' Landfall                        | 85,000  |
| 38' C&C                             | 89,000  |



33' HUNTER. Cherubini design, long sleek interior, yet can sleep 8 below. See this unusual design, which is no longer produced. \$42,500.

|                |         |
|----------------|---------|
| 38' Easterly   | 79,000  |
| 37' Alden      | 40,000  |
| 37' Crealock   | 120,000 |
| 37' Fisher aft | 97,000  |
| 37' Irwin      | 60,000  |

|                       |        |
|-----------------------|--------|
| 37' Pearson           | 78,500 |
| 37' Tayana            | 87,000 |
| 37' Tayana (2) frm    | 82,000 |
| 36' Cheoy Lee         | 85,000 |
| 36' Cheoy Lee Clipper | 64,900 |



37' FISHER. Flush deck aft, pilothouse. This custom Fisher has the largest interior of any made and it's cruising gear is extensive. \$89,900.

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|-----------------------|--------|
| 36' Freeport, (2) frm | 70,000 |
| 36' Islander, (2) frm | 37,500 |
| 36' Palmer Johnson    | 55,500 |
| 36' Pearson           | 60,000 |
| 35' Baba              | 86,500 |
| 35' Coronado, loaded  | 44,000 |
| 35' Fantasia          | 76,500 |
| 35' Pearson Alberg    | 45,000 |
| 34' Islander          | 34,000 |
| 34' Cal, (2) frm      | 30,000 |
| 34' Hunter            | 49,500 |



34' CAL. 1975. New engine and interior, navy blue hull & RF jib make this the best buy. \$34,000.

|                   |        |
|-------------------|--------|
| 34' Morgan        | 29,500 |
| 34' Schooner      | 22,000 |
| 33' Hunter        | 39,000 |
| 33' Yamaha        | 44,000 |
| 32' Aries (3) frm | 38,000 |
| 32' Bristol       | 50,000 |
| 32' Clipper       | 14,000 |
| 32' Columbia      | 36,000 |
| 32' Elite         | 55,000 |



31' CHEOY LEE. Perfect for cruising; windvane; ketch rigged beauty. Under \$40,000.

|                       |        |
|-----------------------|--------|
| 32' Westsail (2) frm  | 57,000 |
| 31' Pearson           | 43,000 |
| 30' Catalina, (3) frm | 30,000 |
| 30' Ericson           | 37,500 |
| 30' Fisher af         | 59,500 |
| 30' Newport           | 25,000 |
| 30' Pearson           | 26,500 |
| 30' Rawson            | 24,500 |
| 28' Cheoy Lee         | 34,500 |
| 28' Santana           | 24,500 |
| 28' Islander          | 29,900 |
| 27' Nor'Sea (3) frm   | 15,000 |

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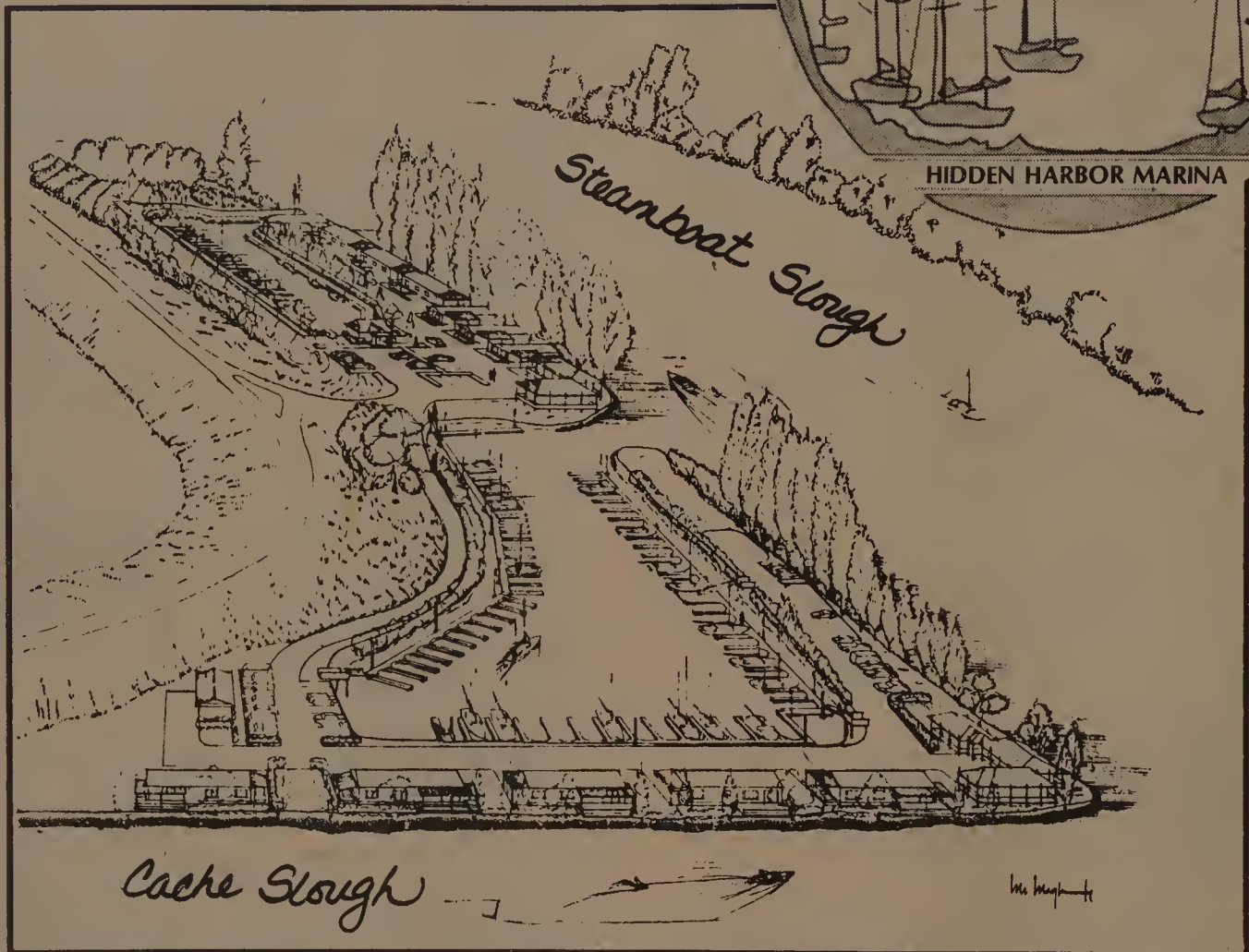
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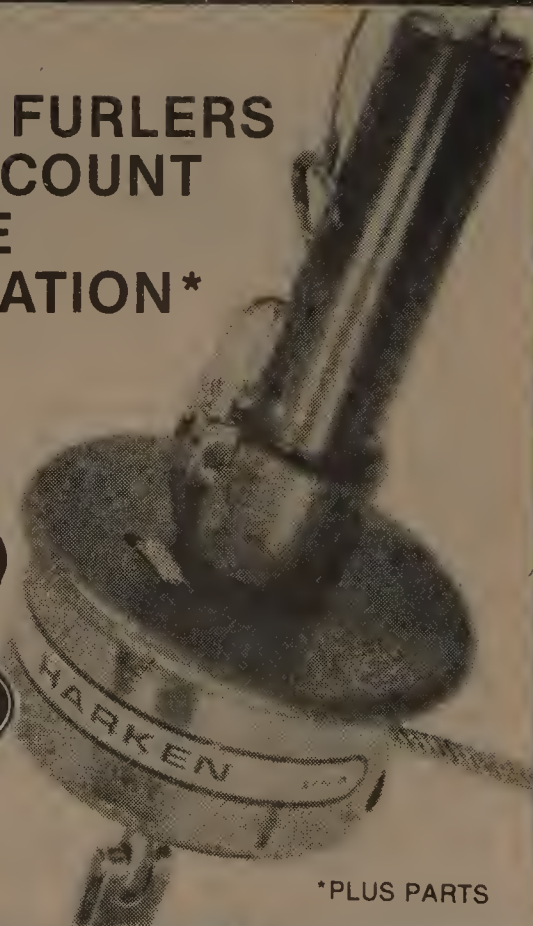
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# What's Your Favorite Boat?



**"What's your favorite sailboat at this boat show?"**

That was the question asked in a poll conducted at the recent Pacific Marine Expo 1986, sponsored by the Northern California Marine Association. Sailors of the San Francisco Bay Area scrutinized all the boats with utmost care and with the more diligent and critical eye for quality, craftsmanship, beauty and designed performance characteristics. The Fair Weather Mariner 39 was the favored answer!

Why? Designed by Robert Perry, the hull of this sleek looking racer shaped "cruiser" is uncompromising. Out of hundreds of designs by Robert Perry, this is the only hull that was designed totally free of the pressure to create a multipurpose boat. She was designed for performance, speed, and comfort on offshore passages. The hull was not derived to accommodate interior or exterior compromises. That is to say, he didn't have to design the boat to fit into a certain size slip or to make the hull wide enough to fit in a cradanza or party package. The hull was designed strictly for performance, without constraint. No one ever said a cruiser had to be slow! Yet in the past that seemed to be a com-

## Fair Weather Mariner 39!

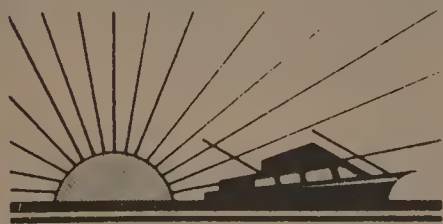
promise that was readily accepted by the cruising world though her theoretical hull speed is 7.86 knots . . . in sea trial she actually hit 10.3. That's performance!

Why? When it came to building this beauty Fair Weather Marine really did an outstanding job. You can look into a Fair Weather Mariner 39 today and see features that will soon be copied by other builders. When Fair Weather Marine builds their boats the underlying theme is **reliability** and **maintainability**. Everything on the boat is readily accessible and removeable without the need of special tools or special talents. The average cruising sailor would have no trouble doing remove and replace maintenance, so vitally important at sea. The **Mercedes Nanni Diesel**, **Isomat Mast**, all **lead ballast**, totally **one piece hull** (including keel) laid up in one piece mold all add up to quality.

Why? Elegant is an understatement. She is truly luxuriously romantic. There is no wasted space, thus she provides accommodations that equal some much larger yachts. The appointments and creature comforts are matched only by yachts far exceeding her price range. The handcrafted interior of fine quality, selected and matched Burmese teak demonstrates excellent craftsmanship. Agreed by discretionary and dignified alike, at \$111,000 she is still \$25,000 underpriced and **she can't be beat!**



The Fair Weather Mariner 39 is scheduled to **star** again at the **In-The-Water Boat Show, Mariner Square, Alameda, April 16-20**. For those of you that would like a premier preview, simply telephone or write a note to:



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# LETTERS

without unlimited free time to devote to this issue husband their energies for what we anticipate is our only hope: an appeal to the Coast Guard to reject imposition of local regulations on these long time free anchorages.

## □ NO WONDER IT'S SO EXPENSIVE

Who assigns the sail numbers to the 12 Meter yachts?

Mike Wilson  
Santana 22, Sybaris  
San Jose

Mike — Sail numbers for 12's are assigned by the Intergalactic Sail Number Assigning Association, Inc.

Lots of folks don't know this, but for just \$150 you can reserve your very own 12 Meter sail number. All you have to do is send \$150 in small, unmarked bills to: ISNAA, c/o Latitude 38, Sausalito, CA 94965.

## □ DISPUTED ISSUE

In a recent advertisement in this magazine, System Three made a number of negative comparisons between West System® brand products and their own. We take strong issue with the allegations that have been made concerning our products.

It is unfortunate for everyone that our competitor feels that he must resort to misrepresentation in an attempt to increase sales of their product. We feel that the marketplace is composed of very knowledgeable buyers capable of making informed decisions based on merit and facts. We are pursuing legal remedies so that all the facts in this matter can be ultimately established and made available to all. In the meantime, we will be happy to send to all interested parties a detailed Gougeon response to all the allegations made by System Three.

Meade A. Gougeon  
President, Gougeon Brothers, Inc.

Readers — The System Three advertisement in question appeared in the February 1986 issue of Latitude 38. If you wish, you may receive the Gougeon Position Paper on the System Three ad by calling (517) 684-7286.

System Three's Tom Freeman and Kern Hendricks had the following response to Meade Gougeon's letter:

"We find it difficult to understand why Meade Gougeon takes issue with the comparisons made between his epoxy product and System Three Epoxy. Supporting material for five of the six statements made about his product is from his own company's publications. The sixth point is supported by our laboratory tests.

Unfortunately, for a buyer to become knowledgeable about the conditions of use of Gougeon's epoxy he must purchase a \$2.00 technical manual, a \$25.00 book, and be on the mailing list to receive Gougeon's newsletter. He must then dig through all this material to discover the recommended limitations of the product.

For those who don't have the time to wade through the Gougeon publications we will be happy to furnish a list of citations in support of our ad."

## □ ON THE GALILEE

I'd like to comment on the two letters you published last month regarding the Galilee project.

Robert Herbert's letter mentioned the use of various names for the Galilee. We agree that she is a ship and more formally a brigantine. As for the use of the term 'square-rigged schooner' for the Stone Witch; we often used this term instead of the proper phrase, 'topsail

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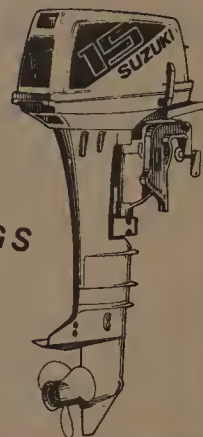
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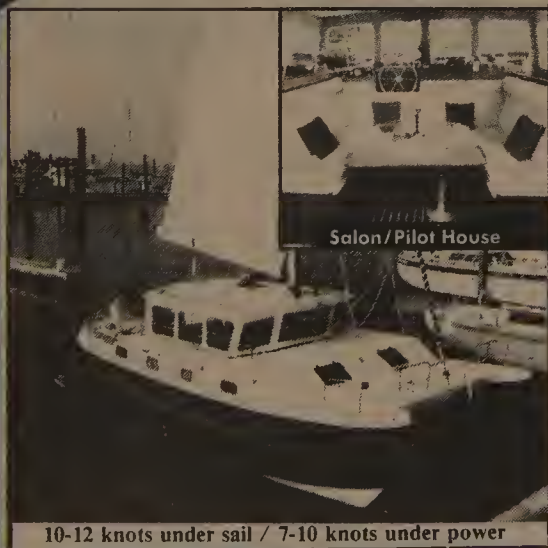
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# LETTERS

schooner' because it evoked images of that bygone era of tall ships. It was a marketing term we used to let people know that this ship was unique.

I think Robert is incorrect in his history of the *Galilee*. From our research in the maritime library in San Francisco we turned up no information that she had ever been named *Lurline*.

The comment I'd like to make on Tom LaVell's letter regarding his *Lurline* project is that we are continuing with our plans to build a sail training ship that is under 100 tons. Our decision is based on the facts that a ship of this size is within the means of our non-profit group to build, to provide with licensed crew, and to maintain for years to come. We feel it is not practical for our group, *Call of the Sea*, to raise the money needed to build and maintain a 350-ton ship. Certainly there is room on San Francisco Bay for many tall ships. One has only to look at old photos in the National Maritime Museum in San Francisco to see as many as 200 square-riggers anchored off the waterfront.

*Call of the Sea* is moving ahead with our plans to build a scale model of the *Galilee*. We've moved our office to Sausalito and the new number is 331-1282. Our second newsletter is out with many ways for people to get involved in this grass roots boatbuilding project. Call me to get your name on our mailing list.

Merlyn Storm  
Call of the Sea  
Sausalito

## □ DEATH OF A LEGEND

*Dr. Detroit*, was a familiar sight at the front of the fleet in many races; one-design, PHRF, and even MORC. The fast Olson 30 sailed races in Tahoe, on the Berkeley Circle, Santa Cruz, Santa Barbara, Marina del Rey and San Diego, as one of the Jones' Brothers race projects.

The *Dr.* had more than just "some racing success". Perhaps the most versatile winner of any Olson 30, *The Dr.* won 1984 Fall Series in Santa Barbara's tough PHRF "A" Fleet, that included *Geronimo*, a Peterson 42; *Skysail*, a Choate 40; a Soverel 33, a Hobie 35, and J/35.

In San Diego at the 1984 MORC West Coast Championships, *The Dr.* turned in a strong performance, winning most of the races boat-for-boat by large margins.

In one-design competition, *The Dr.* was always fast and aggressive. *The Dr.* would have won both the 1984 and 1985 Nationals if a throw-out had been allowed. In 1984, there was no throw-out due to only four of the scheduled seven races were run because of lack of wind on Tahoe. In 1985, the Association ruled there would be no throw-outs for the regatta in Santa Cruz.

Compromising *The Dr.*'s fast and loose style was not an option for the spirited *Dr.* crew. *The Dr.* may have lost regattas due to lack of caution, but never had to apologize for holding back.

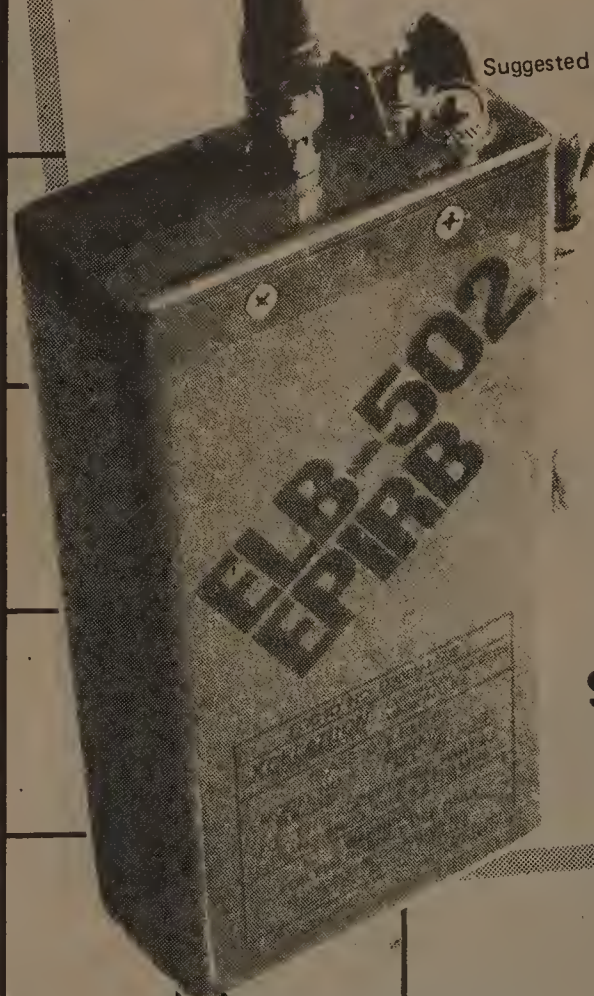
At the '85 Nationals, no other boat won more than one race. *The Dr.* had three firsts and two seconds easily, besting the fleet despite inadequate headsails. Even with a foul-out while leading yet another race, *The Dr.* managed a third for the regatta. As a warm-up for Santa Cruz, *The Dr.* sailed the O-30 One-Design season opener on the Berkeley Circle and ran away from the rest of the fleet. The 1985 SCYA Mid-Winters in Marina del Rey were an easy sweep for *The Dr.*

The crew alumni includes many notable sailors and tenacious competitors. A partial list includes: Neil Baker, Dee Smith, Nick Gibbens, Paolo Schaeffer, Jeff Madrigali, Dirk Freeland, Terry Smith, Ken Kieding, Rick Yabsley, Marty Spargur, Scott Jones, Loren Colahan, Craig Wilson, Jay Crumb, Seth Morrel, "Fearless Leader".

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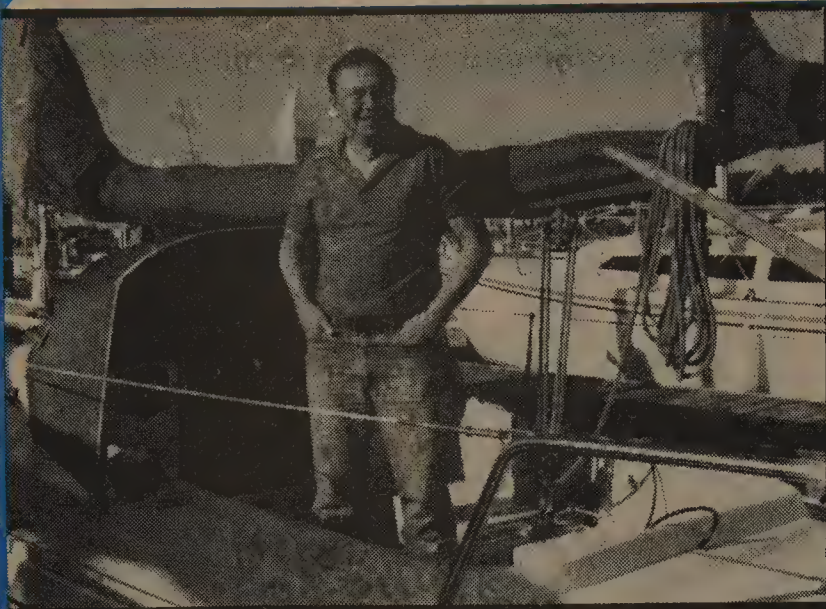


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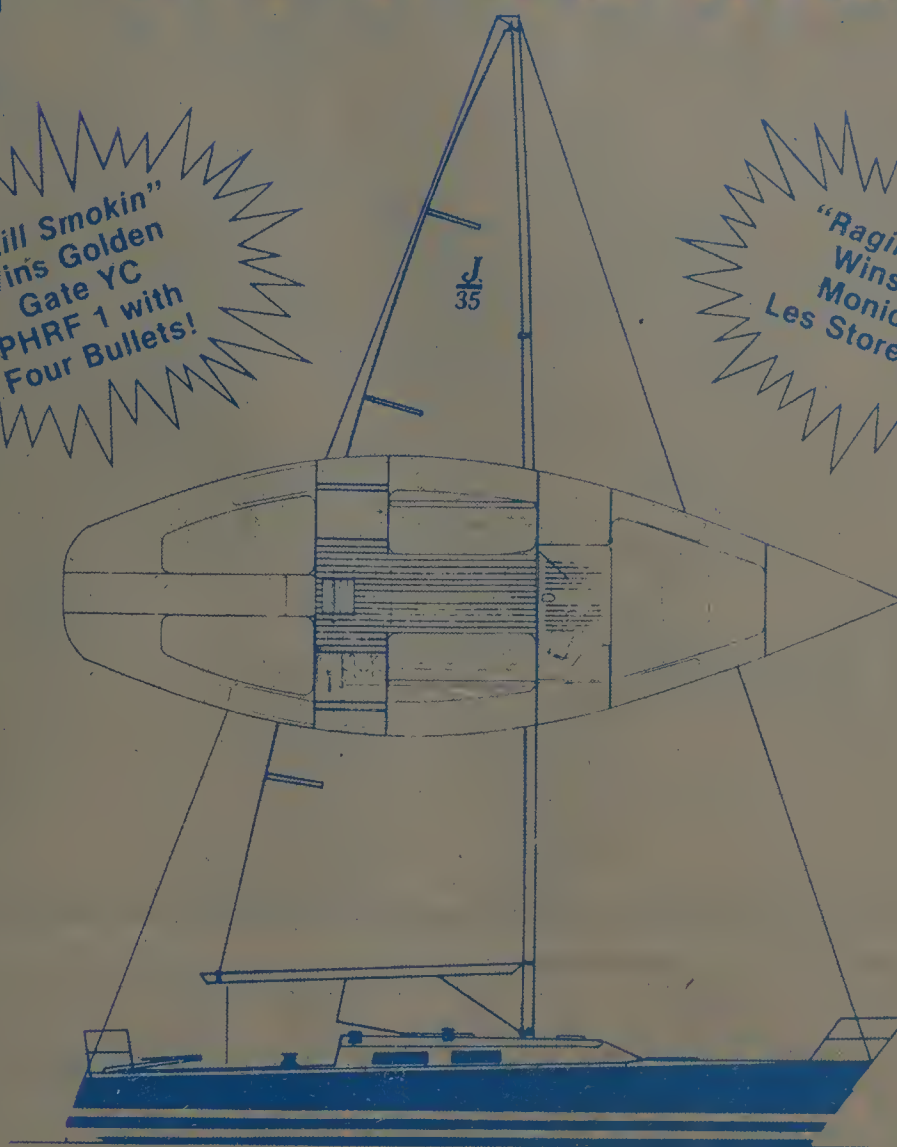


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25' Cal 2-25, '79  
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26' Pearson, '75  
26' Ranger, '76  
26' Pearson Commander, '65  
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27' Ericson, '73  
27' Ericson, '80  
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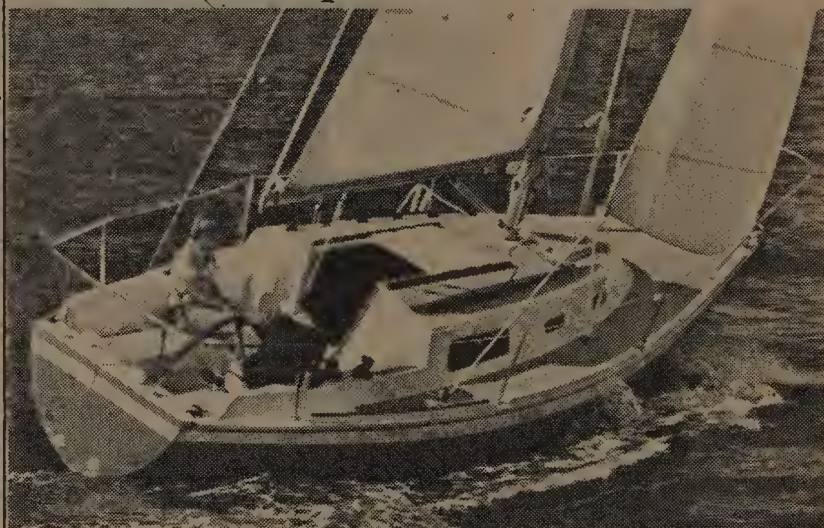


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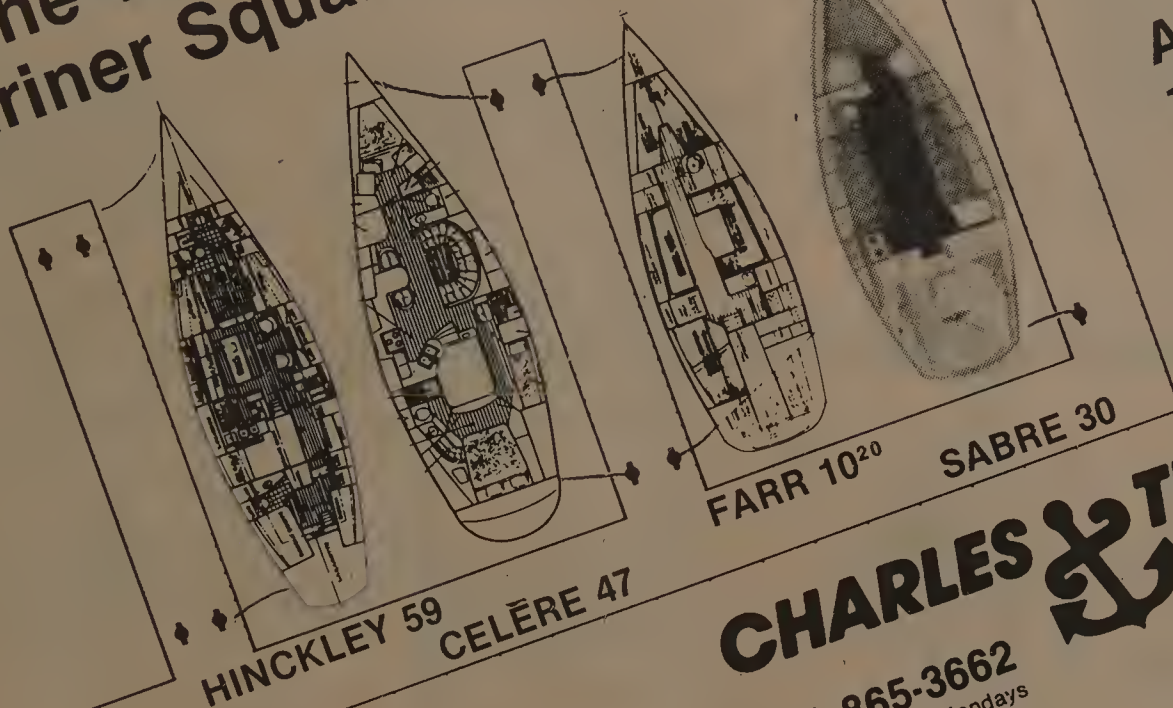
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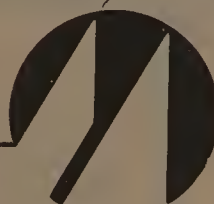


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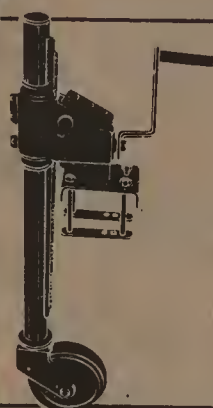
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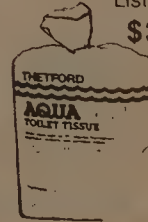
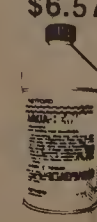
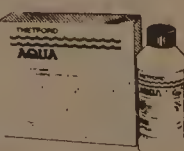
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# LETTERS

With a competitive background like this, it's not surprising *The Dr.* would spit out the bit after a name change like *Mrs. Olson*. If you bought a boat with the distinctive name and reputation such as *The Dr.* had, would you change the name before racing an event the boat



"Go big or go home."

won the year before? Whether they liked it or not, the competition always knew, *The Dr.* was a key boat to beat at any regatta in any harbor.

At the recent Mid-Winters, the experienced racers on other boats were unaware of *The Dr.*'s presence in the water. *The Dr.* was a boat that belonged at the front of the fleet, and in keeping with *Dr.*'s credo "Go big or go home", it is fitting the boat doesn't have to live a *Mrs. Olson* existence.

J.W. Jones, President  
Goleta Pinnacle Design Group

Readers: *Mrs. Olson's Last Sail* appeared in the March issue.

## □ END OF VOYAGE

In reference to your comments toward Sid Worthen (page 181, March), I was extremely impressed with your observations regarding Sid's voyage to San Diego. It shows a very real concern and human feeling toward someone trying to put a dream into reality.

I suppose one could be crass or flip about Sid's adventures; your editorial was neither, and I for one — who also has that dream — was deeply moved by its understanding and recommendations.

Excellent writing!

Art Shaw  
Alameda

Art — Regrettably, as you'll read elsewhere in this issue, Sid's boat was lost on the rocks near Ensenada on January 24. Fortunately, neither he nor his grandson were injured.

## □ VICARIOUS PARTICIPATION

I enjoy your 'rag mag' so much I wish it were a weekly. Once I've read cover to cover — usually by the 5th of the month — it's a long wait until the next issue.

Having crewed on *Spellbound*, a LaFitte 44, two years ago on the last leg from Cabo to Marina del Rey, I have read with great interest your Mexico coverage. Fine job!

One request, however. One of the morning rituals on our cruise was tuning in the ham radio to the 'nets' — not to be confused with the knots — to obtain weather information for our beat up the coast



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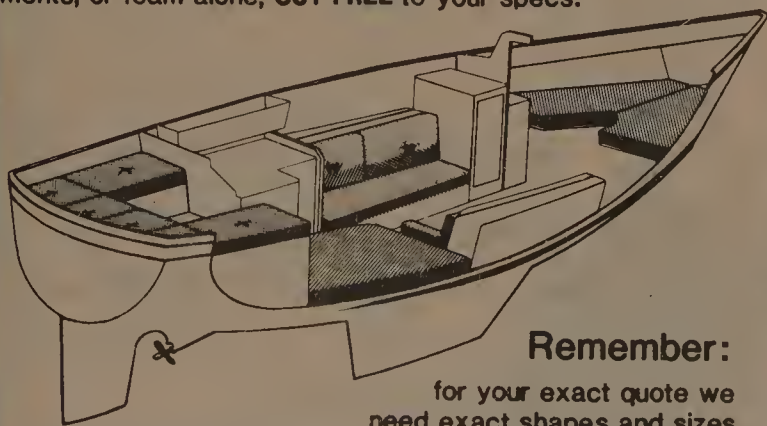
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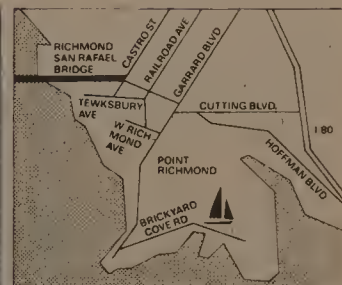
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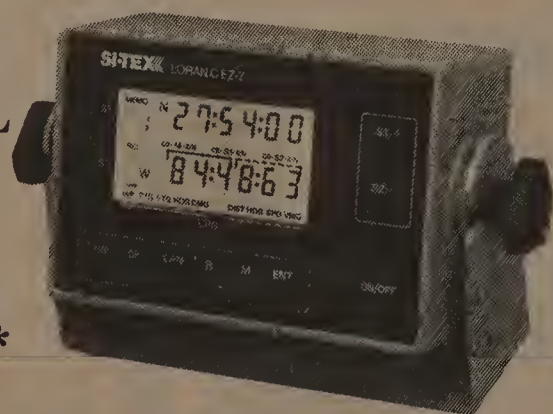
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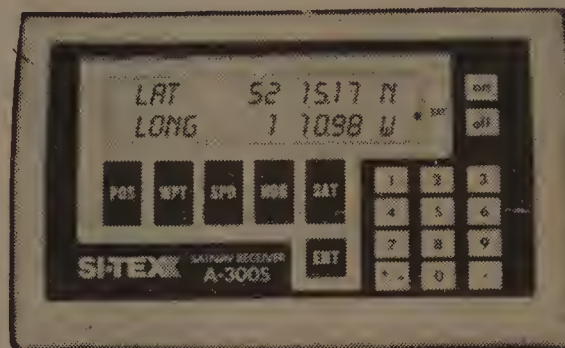
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# LETTERS

and to hear other cruisers check in with position reports, significant weather, etc. I think many of your readers would like to listen in on these nets to 'participate' in the cruising activities of our fortunate fellow floating friends.

Afterall, no license is required to *listen* on the ham bands, and this exposure may encourage more people to pursue a ham license. Now to the point: I wish you would print the frequencies and times of the various nets used by Mexico and South Pacific cruisers. Those of us who are landlocked, fundlocked or otherwise postponing our sailing adventures would appreciate this service. I'm sure some of your high knowledgeable readers would be happy to pass this info along.

Be sure they include GMT frequencies for continuous zulu time, something *every* celestial fix needs to shake hands with.

By the way, I think it would be great to listen in on a Sea of Cortez net during Race Week activities. You could include a roll call of boats present and keep us abreast of the wet t-shirt contest. Have a swell time.

Fred Sampson  
Moss Landing

*Fred — We've got a list of 26 different different maritime mobile nets operating in the Pacific, but we're not sure if they're up to date. If one of the hams out there would like to share this information, we're sure a lot of people would appreciate it. And if possible, when listing a net please give a short description of it; 'Confusion Net', 'Shamaru Net', and 'Children's Hour' aren't sufficiently informative. Thanks.*

*As for a report from Sea of Cortez Race Week, we'll see if we can't get a report out each day at 0900 La Paz time from April 1 — April 6. What frequency? Oh, just spin the dial, you won't be able to miss us. Seriously though, we'll see if we can get a report out on one of the Mexico nets.*

## □ A SUCCESSION OF MIRACLES

"... a passenger's diary ..." When I saw those words in the February issue my heart leaped with joy! My diary! It had to be mine for those were my words, my thoughts quoted in your article, *Cantamar's Last New Year*.

I was one of 26 people on that beautiful ship, 1 January 1985. We were at anchor three days and two nights, in 20-foot swells and 40 knot winds, waiting to be rescued. Just before the ship foundered on the rocks, everyone was rescued. No one was injured. Everyone had kept his/her cool. Truly, a succession of miracles.

Many times during the months following our adventure, I have said that the only thing I felt tender about losing was my diary. And now, the concluding miracle. You found my diary, read part of it, received something meaningful from it and returned the handful of water-stained pages to me. I have my diary!

Thank you very much for the sensitivity expressed in your article and for your efforts in returning my diary to me.

Marie Shutz  
Los Osos, CA

*Marie — Actually it was crewman Gino Bair who deserves the credit; he found the diary on the rocks.*

## □ SORRY, THIS ONE GOT LOST FOR A COUPLE OF MONTHS

"Two words explain why the general public thinks of boatowner's as the idle, indolent, insolent rich. One word is William. The other is Buckley." This is how you launched an attack in December 1985 *Sightings*. A double lapse in the logic of your diatribe led me to dig out the writings that offended you.

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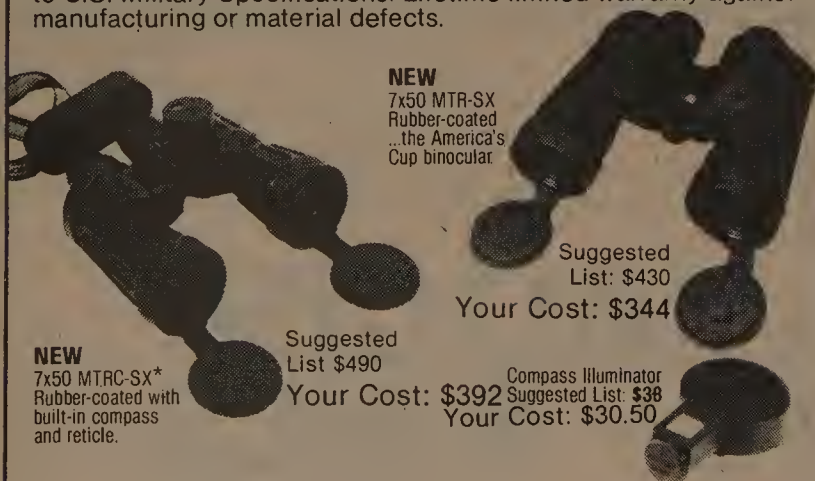
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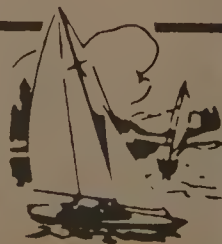
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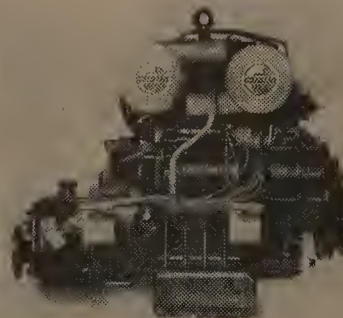
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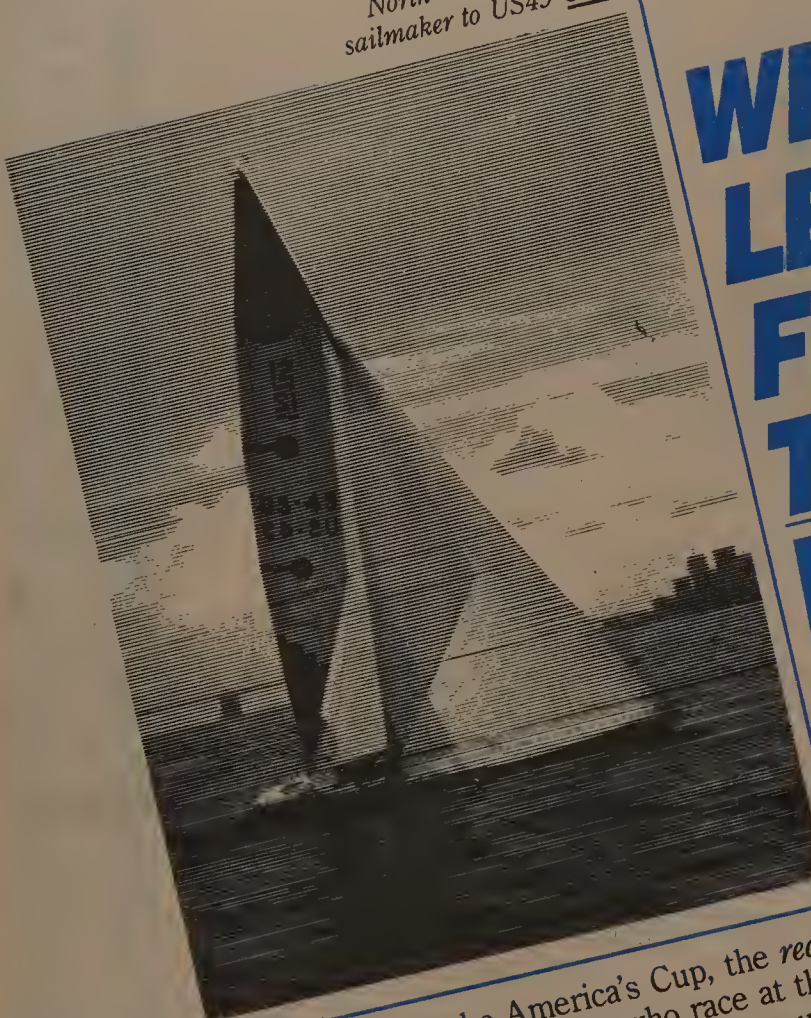
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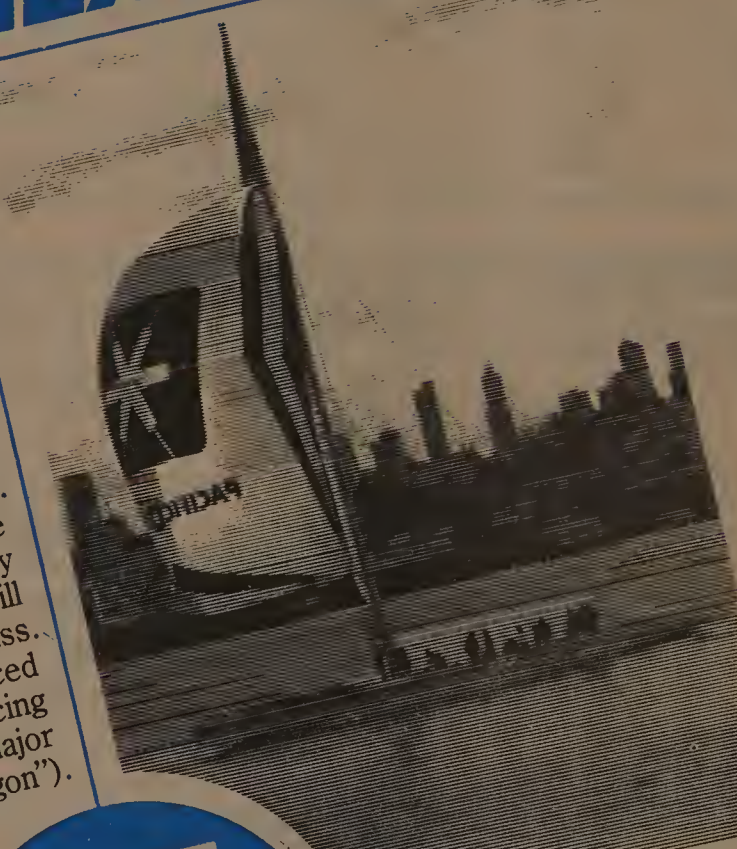
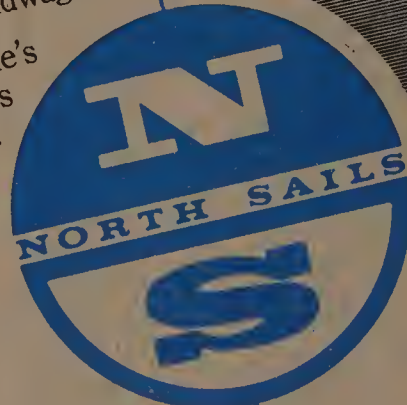
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# LETTERS

Your sources were Buckley's travel book *Atlantic High* and his *Life* magazine feature for November 1985. The latter told his experiences and thoughts during a Pacific sailing cruise.

Logical lapse one in your criticism is the use of "idle" to picture an editor, like yourself. He is also the author of at least a dozen successful books as well as numerous articles; he has appeared for many years in his own TV show, *Firing Line*; and, he has led conservative America through a victorious Presidential campaign. He is not the logical model for "idle".

Logical lapse two is your *non sequitur* that this idle individual was nevertheless powerful enough to determine how the general public thinks about boat owners.

Your article shows other evidence of careless journalism. For example, you charged that Buckley snobbishly slighted his paid crew by writing exclusively about his rich friends. Wrong again. Here is what your source reveals. "To begin, we had Liz, maybe the finest sea cook afloat. Before we disembarked thirty days later, she would serve 1,000 meals. We had Noddy as first mate, who notwithstanding his truculent Rastafarian hairstyle, is a gentle and ingenious young man from Barbados. Maureen was there to serve meals and make beds and primarily to teach us all how always to be more cheerful. Allan Jounin, the finest skipper of my acquaintance, to help wherever help was most crucially needed."

More slanted journalism follows when you comment on a sailing accident reported in Buckley's *Life* piece. You ignore his quarter-century of ocean sailing experience and reach far out to blame his driving. Here are the facts from the article. Noddy was engaged in a very chancy maneuver, struggling to put an extra loop on the halyard winch, when he caught his hand under the line. Only fast action by one of Buckley's guests, who was working with Noddy, saved Noddy's hand from amputation by instantly dumping the spinnaker. Even so he took a nasty gouge. Buckley, at the helm, reversed course, found emergency treatment. Three hours later, with doctor's approval, they sailed away again, rich and proletarian alike. Yet you tried to implicate Buckley.

You contrived to downgrade another episode in Buckley's *Life* article. The party stopped at Johnson Island where they expected to investigate a story that our base there is being used to store chemical warfare agents. Before leaving home (as a crew member), our ambassador to France applied for, and believed he had received, permission for the boat to remain longer than the two-hour courtesy stop. The ambassador was wrong; he had not been granted permission.

At this point you described the party as "shocked" and "miffed", a clutch of spoiled "beautiful people" who tried to push their way ashore by name-dropping in the presence of an indignant base commander who deserved your lavish praise for hustling this trash off the island. But there is nothing in the source material to support your invective — no evidence that anyone was "miffed" or "shocked". These are atmosphere words supplied by you. The only names "dropped" were in two message arriving for crew members; Vice President Bush notified the Ambassador that a meeting was rescheduled, and Mrs. Buckley notified her husband that she would have to postpone her intended trip to Turkey so that she could provide shelter for her friend Nancy Reagan during a hotel strike in New York City.

To label these messages as name dropping seems like a cheap shot. Your story that the party was hustled off the island does not meet the facts. The commander came aboard for a drink, left fresh fruit and bakery goods, and in no way had to hustle or repel anybody to induce them to leave the base at the proper time.

No, "millions" of readers had no bones broken either by Buckley



"This is the bit I like, the day before us  
and not knowing what it is going to offer."

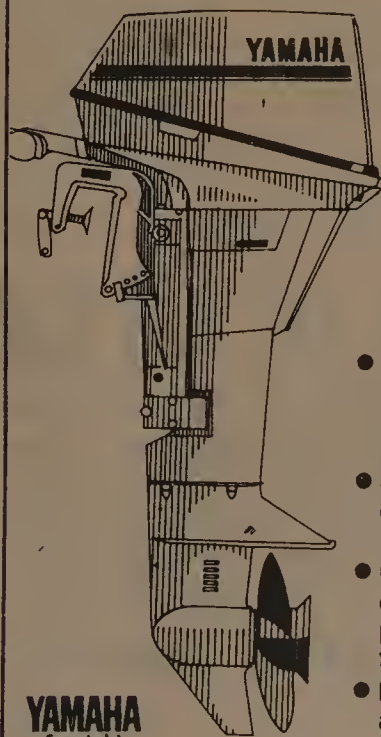
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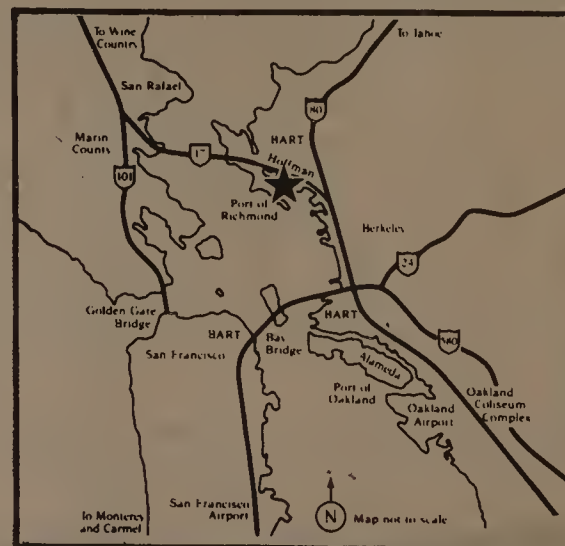
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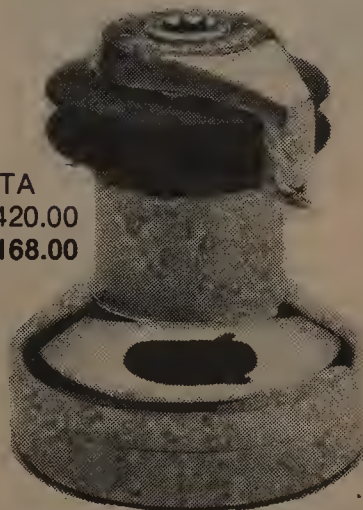




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| 6 (1/4)                |                         |            | 754        | 37.00 | 14.50 |
| 8 (5/16)               | 1                       |            | 754        | 37.00 | 14.50 |
| 10 (3/8)               | 2                       | 755        | 756        | 41.00 | 16.00 |
| 12 (7/16)              | 3                       | 757        | 758        | 56.00 | 23.00 |
| 12 (1/2)               | 3                       | 757        | 758        | 56.00 | 23.00 |
| 14 (9/16)              | 3                       | 759        | 760        | 59.00 | 24.00 |

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# LETTERS

or by your garbled interpretation of his activities. Long exposure to ostentatious display and poor journalism have produced a fortunate immunity to both. Nor did the ballyhoo for the \$12 million sought by the America's Cup campaign — which you dragged in for a bit of diatribe — spoil the image of sailing for the general public. \$12 million? We know our team can't leave the U.S. without it!

Casimir Harris  
Richmond

*Casimir — Either our writing or your thinking is fuzzy, because our points certainly didn't register with you.*

*But rather than rehash the entire mess, we'll plea bargain guilty to one or two of your points. Insanity is our defense. Ocean sailing is the great equalizer, yet what does Buckely seem most intent upon? You got it, setting up a floating aristocracy. You may be from the east coast and think it's wonderful, but it drives us crazy!!!*

## □ CHICKENS AND DUCKS

As a boy back on East Coast, the family cruised our little *Eastward Ho* out to Nantucket. A vile fog set in. I could hear the foghorns of the ferries near us and feared we'd be run down. My mother told me they'd pick us up with radar. Ever the precocious lad, I said "What about the *Andrea Doria* and the *Stockholm*?" They gave me a tin pan and a wooden spoon, sent me up to the foredeck, to make a little noise.

A little later sailing on the Charles River I learned the fundamental rule of collision avoidance: "When in doubt — chicken out". And then some years later at a 90-day wonder school, I was the watch officer on a small ship journeying up the Chesapeake. On an absolutely beautiful day, I could see the Newport ketch paralleling us about a mile away, but try as I might — even set for short ranges — I couldn't get the radar to "see" it.

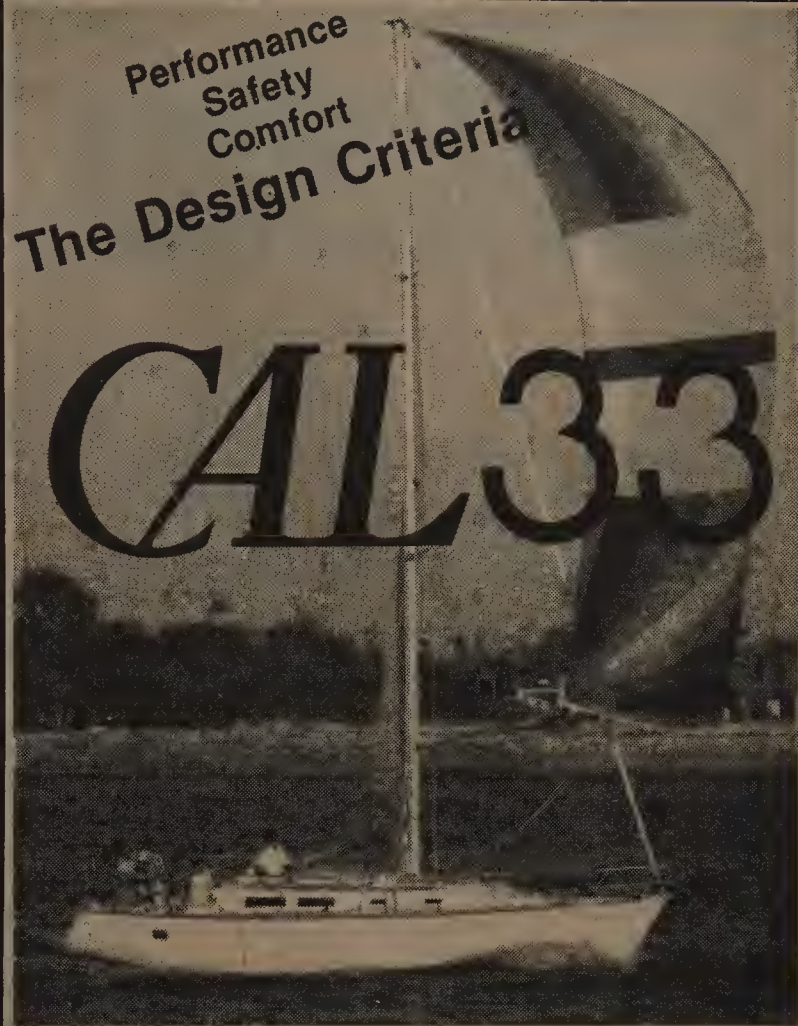
What does it all mean Mr. Natural? "This price of good navigation is eternal vigilance.", he said with his all-knowing chuckle.

Now about those *Letters* and *Sightings* regarding collisions between merchies and yachties. I'm very sorry the boats were damaged. Collisions are a pain in the ass. In a collision the skippers of the two ships are at fault. One is really at fault, the other merely didn't avoid a collision. They hang one, the other ends up in the bureaucratic slammer.

Yes they have radar, yes they have watch officers and lookouts, and yes a sailboat outside of narrow channels has the right of way over the "Big Ships". But at night under ideal conditions, is one low intensity light low on the water visible? Even a white masthead light fairly close aboard might look like moon scatter from the bridge. Let's not forget the closing speed. If a merchant ship travels at say 20 knots head on toward a yacht on a reciprocal course what is the closing speed? That will determine how long can you go below deck and still avoid a collision. As for radar, some mates feel yachts originated stealth technology. Throw in bumpy seas and the truth of the matter is, at night they won't see you. You must see them.

The watch captain on a yacht should have the best eyes on the boat and his neck should be raw from the chafe of maintaining a full 360 degree lookout for 60 minutes every hour, 24 hours a day. Pick them up before they see you. And don't forget to check under the jib. If in doubt use channel 16, or more to the point launch a white parachute flare or two. They should see that, but don't count on it. Take evasive action way in advance. Better a live chicken than a dead duck.

Now before anybody gets a wrap in their chute over these scribbles, I'm just a yachting bureaucrat and a sailing dilettante. Heck, the guys at dice boats don't even take me seriously. Let's leave the colli-



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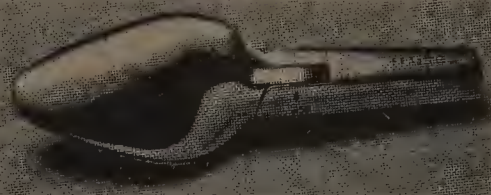
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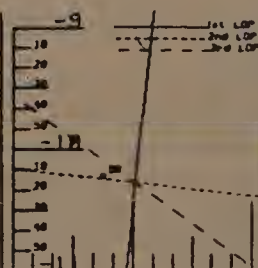
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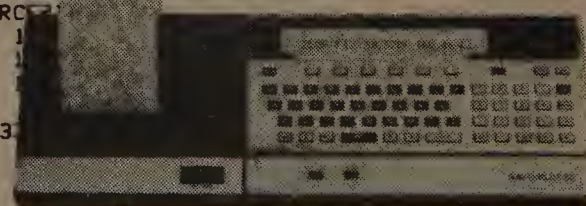


GMT Date & Time of  
FIX & Last Sight:  
5 20 1986  
19.2044 GMT  
LAST DR: -10.1341  
14.1451  
0.7mi From 1st DR  
True Crs = 168.2  
Ht. of Eye = 11.2  
3LOP FIX: -10.1  
13.5  
3 LOP INTERC  
-10.1743  
-10.1733  
-10.1836  
DCL  
-11.0523 3  
61.4938  
-52.4135  
SPIC 16.2 95.7

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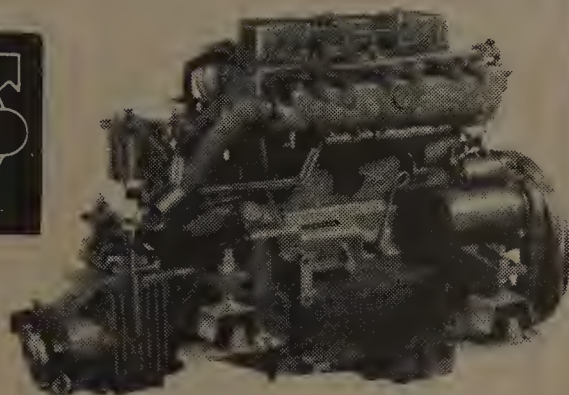


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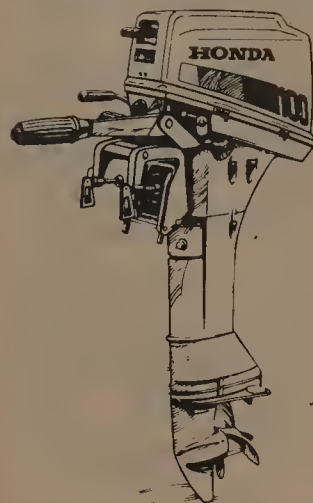
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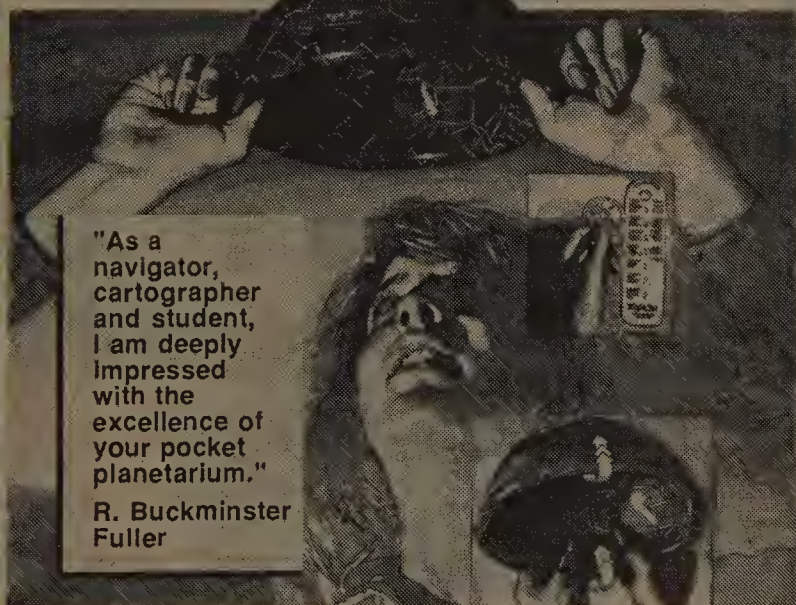
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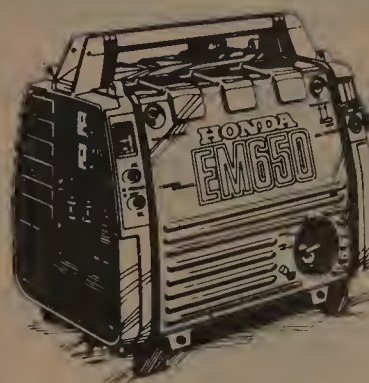


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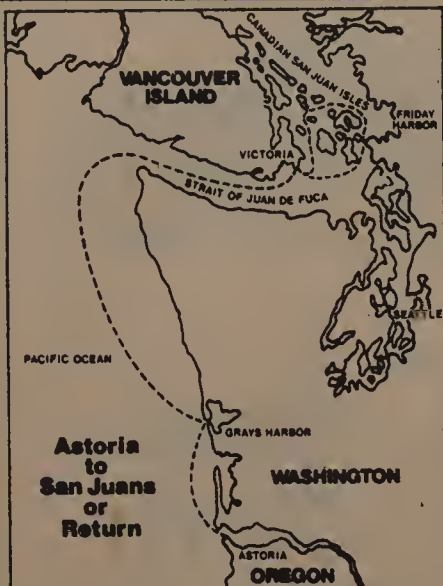
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# LETTERS

sions to the reportage of admiralty "protest" hearing that way you can devote those precious column inches to more gratuitous nudity.

Seymour Dotts  
Alameda

*Seymour — While there is no excuse for watches not being maintained on ships or ships being loaded in such a way so their running lights can't be seen, we wholeheartedly agree with your point. For safety's sake, we recreational sailors should assume that ships don't have functioning radar, that they don't keep watches, and that our running lights aren't visible at night.*

## □ TWENTY-TWO CALIBER

I'd like to use this column to congratulate Santana 22 One Design Association, Fleet No. 1. After two years of hard work and determination, this organization has achieved membership in excess of 100 boats. There are over 130 members including associates. Not bad for a boat that hasn't been manufactured since 1978.

A strong owner's association benefits everyone. Thus Fleet Captain, Ann O'Rourke; Secretary/Treasurer, Anna Peachy; Fleet Measurer, Luke Conover; and Zeke Mailman, editor of the best fleet newsletter on the Bay; are to be congratulated for having done a hell of a job.

For those who might be interested in this growing — that's right, growing — fleet, call (415) 521-1020.

Incidentally, did I read you right on page 158 of the January issue that the J/24 is the largest class on the Bay? I suggest you review the 1985 Yachting Yearbook. Be sure to bring extra fingers and toes when you count the Santana 22's.

Howard Brunn  
National Fleet Captain  
Santana One Design Association (SODA)

*Howard — There's a difference between being listed in the Yachting Yearbook and being counted as an active member of a one-design fleet. According to the YRA, there are more Santana 22's, but J/24's have a larger active racing fleet.*

## □ ISSUES NOT CONSIDERED

I read the *Water Soluable Romances* article in your February issue with great interest. I feel there are issues that were not considered or even mentioned in the article.

My husband bought his boat in Florida in 1979, a 43-ft trimaran. After bringing it home to Stockton, he worked for three years on it. He bought and installed 'all' the electronic gear that is available, plus did all the extras to make it a really comfortable and liveable boat: VCR, television, butane stove, refrigerator, ham gear — you name it, he has it aboard.

He understood that when he bought the boat that I was terrified of the ocean and would not be able to sail with him. It was decided 'before' he left Stockton on November 17, 1983 that he would have a male crew and I would fly and meet him whenever he reached a nice port. Sounds really great, doesn't it? Read on.

I joined him in La Paz for forty some days in the early part of 1984. His crew had left him and when I came home he was looking for crew. But he found a 'crewperson' alright, who stayed with him for several months. Then she left in August of 1984. By September he found another 'crewperson'. This bimbo has been with him ever since. Needless to say I have not received any invitations to join him since she arrived.

Last year I received nine phone calls and three letters — and these only because he wanted to be sure I was paying the credit card

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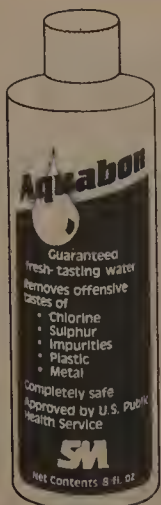
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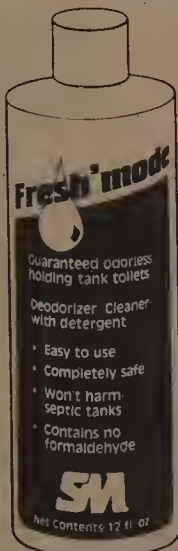




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| 23' Ranger, 1977             | ..... 12,450        |
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| 25' Coronado, '69            | ..... 7,000         |
| 25' Cal, 1973                | ..... 10,950        |
| 25' Meridian, new dsl, '64   | .. 14,500           |
| 27' Catalina, '72 & '78      | 2 frm 13,500        |
| 27' Bristol, '71             | ..... 14,750        |
| 27' Catalina, '79            | ..... 19,450        |
| 27' Ericson, '74             | ..... 19,950        |
| 2-27 Cal, 1975, nice         | ..... 23,900        |
| 28' Dufour                   | ..... 33,000        |
| 28' Columbia, 1978           | ..... 28,500        |
| 29' Columbia                 | ..... 2 frm 16,500  |
| 29' Cal, (2), 1974           | ..... 25,900        |
| 30' Islander Bahama, 1983    | .. 42,000           |
| 30' Coronado, 1971           | ..... 19,700        |
| 30' Cal 2-30, exc cond       | ..... 28,950        |
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| 32' Columbia MkII 9.6        | ..... 37,500        |
| 33' Ranger, '74              | ..... 36,850        |
| 34' Fisher, 1984             | ..... 115,000       |
| 34' Hans Christian, 1977     | ... 77,500          |
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| 36' Pearson, 1977, exc cond  | 71,900              |
| 36' Swan, '69, fab yacht     | .... 62,500         |
| 37' Irwin, '80, exclnt lvbrd | . 79,500            |

Ericson 381 1984,

|                                       |                    |
|---------------------------------------|--------------------|
| beautiful condition                   | .... 118,000       |
| 38' Pearson, '84                      | .. Reduced 139,000 |
| 38' Cabo Rico                         | ..... 89,950       |
| 38' Pearson, 1984                     | Reduced 139,000    |
| 38' Hans Christian                    | ..... 99,500       |
| 39' Cal Cor.                          | ..... 80,000       |
| 39' Cal, 1980                         | ..... 92,500       |
| 39' Ericson, 1971                     | ..... 55,000       |
| 39' Cal, tri cabin, 1980              | .... 95,000        |
| 40' Morgan, 1971                      | ..... 70,000       |
| 40' C&C, 1980                         | ..... 105,000      |
| 40' Pearson, '78, '79                 | .. 2 frm 90,000    |
| 40' Endeavour, 1984                   | ..... 125,000      |
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| 44' Alden, 1983, maintained           |                    |
| better than new                       | ..... 197,500      |
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| 28' Slickcraft, '74, sp.sedan | . 34,900          |
| 36' Chris Craft, '64          | ... 2 frm 34,950  |
| 40' Egg Harbor, 1983          | ..... 197,000     |
| 41' P.T. Trawler, 1980        | .... 129,000      |
| 42' Trojan, 1966              | .. Reduced 65,900 |
| 44' Gulfstar, 1980            | ..... 180,000     |
| 44' Marine Trader, 1977       | ... 122,500       |

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# YOU BETTER KNOW YOUR BOAT

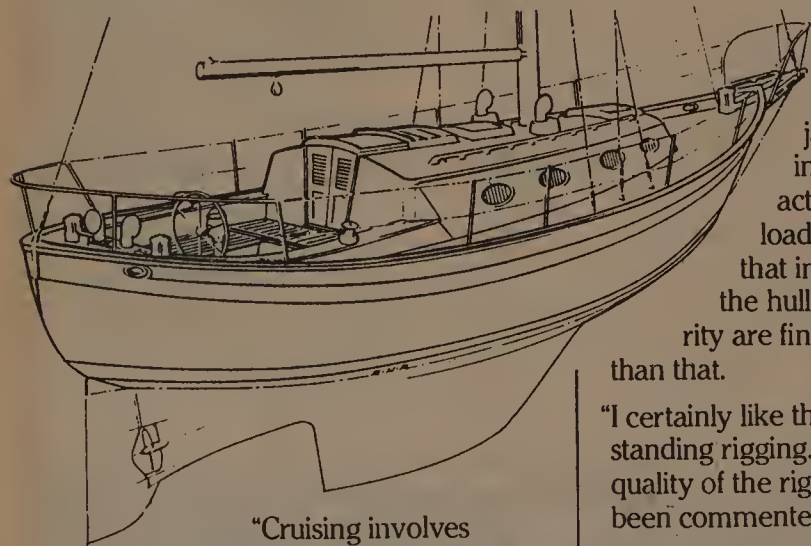
...and Charley Vaughan does! He and his Alajuela-33, "Bastante," have just returned from 25,000 sea miles together to New Zealand and back. We caught Charley preparing for a passage to Great Britain and asked for a candid impression of his Alajuela.

## AVERAGES ABOVE AVERAGE

"It has a big boat feeling and for a 33-foot boat it did very well. We had days where we made as many as 160 miles. From Manzanillo to Hilo, Hawaii we averaged 125 nautical miles a day, not including current time. We had good light-wind sails and we had a cruising spinnaker so we were able to make the most of our winds. But still, it's a fast 33-foot boat.

"In gale-force winds, when you've really got to answer the mail about how it handles in heavy seas, we found that it heaved—to very efficiently with just the mainsail double-reefed. We didn't even need a head sail to bring it to a hove—to condition. It handled very well in any weather."

## STOWING VS. CRAMMING



"Cruising involves 'stuff': gear, clothing, spare equipment. Where you put it and how you keep from overloading the boat is very important. Every place there's space

between the hull and the floor in the living accommodation there's a place to put things: I took a lot of tin provisions going through the South Pacific, which are very expensive if you don't carry them with you. A lot of people in faster-type boats constantly complained that they

were always having

to reprovision in places where it wasn't economical. The Alajuela's a beautiful compromise: maintaining a lot of speed while not doing away with the provisioning space."

## INTEGRITY HOLDS TOGETHER

"When I took the boat out of the water at Half Moon Bay, New Zealand it was one of the very few boats that didn't have osmosis in the hull.

"I had very heavy weather for a little over a week. The boat came off waves and I know we fell six or eight feet hitting the water with just resounding crashes. It would actually jar your teeth. I've seen in other boats cabinetry actually lifting. The deck loads did it. I saw none of that in this boat. The bottom of the hull and the structural integrity are fine. You can't ask for more than that.

"I certainly like the deck hardware and standing rigging. It's very substantial. The quality of the rigging on this boat has been commented on wherever I've gone.

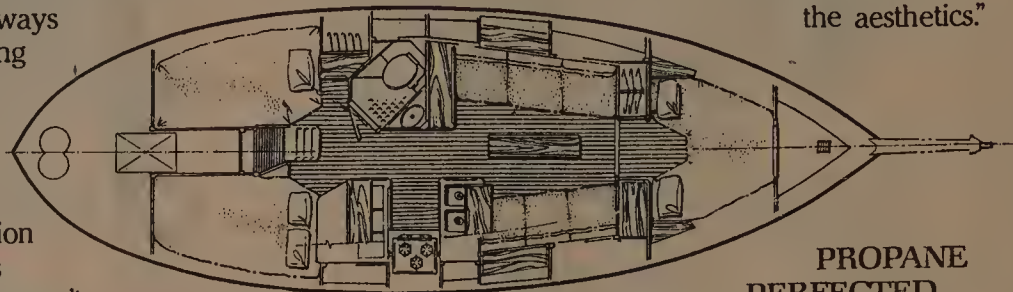
## WE BUILD A BETTER GALLEY

"This is my favorite of the whole vessel primarily for the safety of it. It has a nice

bar installed by the Alajuela people and I put in a fanny-strap. With these two items you're constrained in almost any sea conditions. The very deep sink is marvelous. Because it's on the centerline, it picks up the roll of the boat without disturbing the water. Lots of storage space everywhere with very deep cabinets.

"All this galley hardware is original stuff.

What you're getting here is durability along with the aesthetics."



## PROPANE PERFECTED

"It's agreed by all the boat builders I've seen that this propane well is the finest setup in the maritime business. Both tanks are contained in a waterproof well where they cannot bang into each other. Escaped gas goes through a vent directly overboard. A small solenoid valve at the well is turned on and off from the galley. This propane setup is totally self-contained; totally non-dangerous. This is well done."

We build the Alajuela-33 and would be delighted to build one for you, with the same tough, tested quality that we put into Charley's boat seven years ago. We also build her larger sister, the Alajuela-48.

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# LETTERS

charges that came in and was taking care of our personal business — stuff that he should be taking care of himself.

We have been married 42 years and most of that time was great. Buying that boat was the worst thing that could have happened to us. I have asked him if he wanted a divorce and his answer was: "Well, of course not!" You figure him out, I can't.

I hope that there will be some wives of future sailors out there who will read this letter. If there is, ladies please don't give in and let your husband buy a boat unless you both want one 100 percent.

From my personal observation, when a man buys a boat he becomes a completely different person from the man you thought you knew so well. My husband was always a very family oriented and compassionate person. Since buying the boat it seems he has lost all interest in our three children and five grandchildren and everything else we used to hold dear. Now his only interest is himself, the boat and his own pleasures.

I will sign this widow because of a trimaran; and 'females' not ladies who are just looking for a free ride, board, and a good time, regardless of the cost paid by a wife somewhere.

Mrs. R.A.  
Northern California

*Mrs. R.A. — Why? There's no way we could know for sure, but we can venture a guess. Judging by the number of years you've been married, we presume your husband is pushing sixty and figures he's probably got no more than a decade of vigorous health left. Perhaps he feels that he spent the last 40 years subliminating his own strong desires to that of family responsibilities and that this is his last chance to follow a lifelong dream. It won't provide any solace, but it's not uncommon.*

*There's a similar but even more common phenomenon that's been taking place more frequently in recent years. As the 'do your own thing' generation's children get to college age, it's not that rare for the spouses to amicably pursue their own interests. The wife might start a business or study art in Europe while the husband buys a boat and cruises. It's not Ozzie and Harriet, but for a number of couples it seems to work out.*

## ☐ NO AEROSOL SOLUTION

First of all, cheers, fooferaw and huzzah! Through the artful use of the Classy Classifieds we obtained our Westsail 32. Our ad drew amazing response, with over eight good leads to chose from.

However, I am concerned with recent coastal developments and think some of us Westsail 32 owners should get together and develop a Westsail 32 Freighter Repellent. Aerosols would be too weak, but something along the lines of a small cruise missile spewing freightermating pheromones on a random southerly course might do the trick. The offending ship would veer off, heading south on a diesel-throbbing frenzy chasing Santa Cruz 70's and their brethren to Manzanillo and other points south.

The affected boat would be able to match the freighter's speed and rock star crews would welcome the added challenge of a frenzied behemoth hot on their stern. This would leave safe cruising for us peace-loving types.

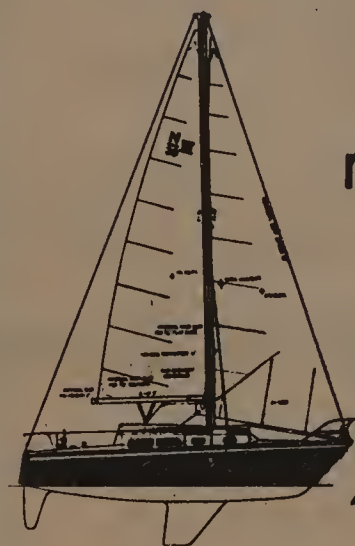
But I digress. Thanks for a fun, informative magazine that's the best available, free or otherwise.

Mike and Carol  
Spanish Chocolate II  
San Pablo

## ☐ THE SPRING REPORT

I am renewed with joy.

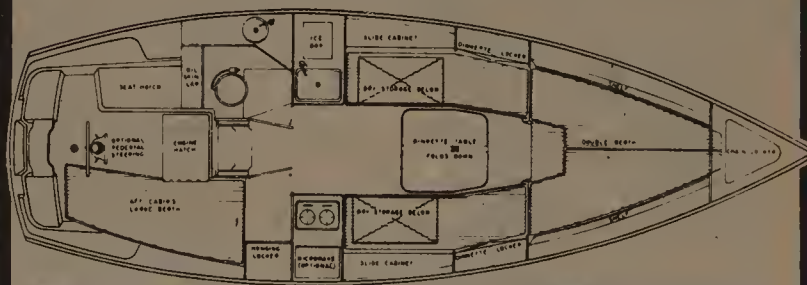
# Come To The Newport Boat Show At The Mariner Square Boat Show, April 16-20



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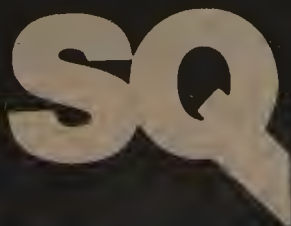
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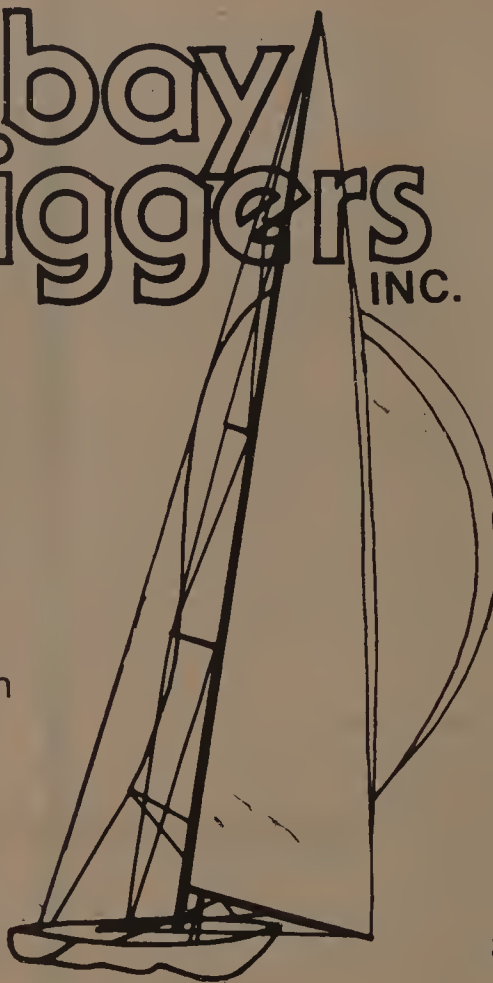
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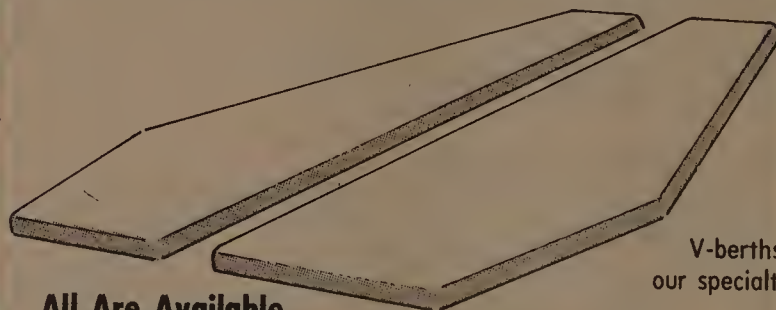
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# LETTERS

The children are playing and laughing in the sunshine and warmth of this spring day.

Fruit trees are again beautifully dressed in pink or white blossoms.

The breezes are light, the seas not too heavy. My boat is ready to go; her bottom is painted and she's straining at the mooring lines.

At 74 years of age I am again a participant in life. I can sail, write, meet sailing friends and do my photography.

Gone are the long weary, lonely hours in front of the television, watching dramas that play on your emotions and leave you sad.

I'm back on my boat with jobs to do and I'm alive. I'd be out sailing right now, but my Mercury engine is at P.S.A. for a look see. Thanks to Paul, P.S.A. marine service will get my engine back in shape for the season without robbing this old boy of what little I have.

Last year a marine shop in Oakland I'll leave unnamed got me for \$409 to repair, put in a shift rod, and clean the pump. Why in hell do some folks enjoy robbing old folks? The fact that I'm not wealthy made no difference to the above-mentioned shop. I was treated as another sailing man, 'cause they too love the marine life.

Well, the 12 Meters are cutting up the Bay this year and they are something to see!

So again I say I'm going sailing soon and I am renewed with joy.

Ye Olde Doc Schmidt  
Oakland

*Doc — Our sentiments completely.*

## □ IN DEFENSE OF LELAND LEWIS

We are among the many readers of *Latitude 38* who wait patiently for the new edition of *The Baja Sea Guide*. Our most recent query by phone to Mr. Lewis at his Carmel home brought a reassuring response.

My wife, Jacquie, called Mr. Lewis, explained our imminent departure for Baja sans *Guide*, and our concern about not receiving same. Mr. Lewis' response, exemplary of the best intentions, was to photocopy the pages and charts. He then sent them priority mail to us at Shelter Island in San Diego, our "jumping off place" for Mexico. An expensive and convincing gesture.

Fellow readers and *Guide* fans, rest assured the evidence is in hand and the new edition should be well worth the wait.

Jack and Jacquie Randall  
Halcyon  
Heading south

## □ A LITTLE BIT OF TAHITI HERE ON THE BAY?

I am wondering if there are enough Tahiti ketch owners out there to have a "First Annual Tahiti Regatta" on Saturday, July 5, 1986? I got the idea last year when I went out to Angel Island on the long weekend and saw all the boats in the cove.

Would anyone be interested in a race? A picnic? Swapping yarns? If the idea interests you, write me and share your ideas.

Martin Schaaf  
32 Crest Rd.  
San Anselmo, CA 94960

## □ AN OPEN LETTER OF APPRECIATION

Richard Melkovich, General Manager, San Mateo County Harbor District:

In sheeting rain driven by 60 mph, gale winds, your harbormaster, Captain Robert McMahon and his harbor crew:

1. Observed my boat in difficulty as the mooring to which it was secured had broken loose.
2. Reached my boat and took it in tow before it foundered;



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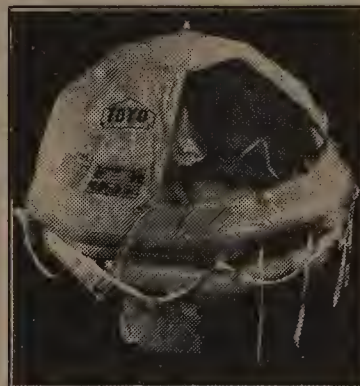
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# LETTERS

3. Tied it to safe harbor at your party dock ramp.

All this took place within 20 minutes on the morning of February 14. To have accomplished this task under those most difficult conditions is testimony to the willing, well-trained and skillful crew.

To do one's job well, while worthy of complement, is perhaps to be expected. However, when that job is done enthusiastically, and with genuine concern in being cooperative and helpful as has been every member of Captain McMahon's crew with whom I have been in contact, it turns trauma into a joyful experience.

I most sincerely applaud and appreciate those efforts, and complement Captain McMahon's leadership.

Roderick E. Schoenlank  
Felton

## □ SAVED BY SONRISA

In early January I left Cabo for Manzanillo, singlehanding my DownEast 38, *Sea Bass*. On the day of departure, I arose early, walked around Cabo to clear out, provision and prepare the boat for sea. It was a big job after three weeks at anchor.

Once at sea, the boat came first. By 2:30 p.m. she was trim up, the sails pulling and the windvane working. But I wasn't.

I collapsed, fell down the companionway, and was out for some time. Everytime I managed to stand up, I collapsed again. I suspected heat stroke and managed to heave the boat to.

My onboard medical book precisely described my symptoms.

I managed to get to the VHF and — although almost out of range — reach cruising friends Ken and Judy Biss of the yacht *Sonrisa* from San Francisco. The two of them, along with their crewman Roger Russell of San Francisco, headed out to locate me, then about 25 miles away.

By the time they reached me I was completely incapacitated and near delirium. Roger and Judy carried out an at-sea transfer — at some risk — to my boat. Roger started back to Cabo while Judy began an ice-water treatment to control my soaring temperature.

Upon arrival in Cabo many willing hands helped anchor and secure the boat.

Dr. Lloyd — I don't have his last name — of a Valiant 40 from San Francisco, came aboard and diagnosed acute heat stroke. He ordered constant surveillance of my body temperature and re-hydration. Roger stayed aboard, keeping watch and taking my temperature every half hour. Finally the danger period passed and I fully recovered.

I have two points to make:

1. Cruisers should beware of the effect of the sun and dehydration. The effects come on rapidly — especially when working — and give no advance warning. I was negligent and learned the hard way. I hope all cruisers in hot weather areas will be alert to this ever-present potential danger — especially singlehanders!

2. The instant, skillful and selfless response of Ken and Judy Biss — together with Roger Russell, quite possibly saved my life, this according to Lloyd the doctor. Their help — and that of the cruising community — sum up what's best about the cruising life: the cruising people!

P.S. Is everyone from San Francisco this nice?

Loy J. Bass  
*Sea Bass*  
Ventura/Mexico

## □ LOOK AT THE NEW YORK YC, FOR EXAMPLE

Your readers may be interested to know that in certain circles, yacht clubs are considered "non-water dependent". This startling observation emanated from the U.S. Fish and Wildlife Service as

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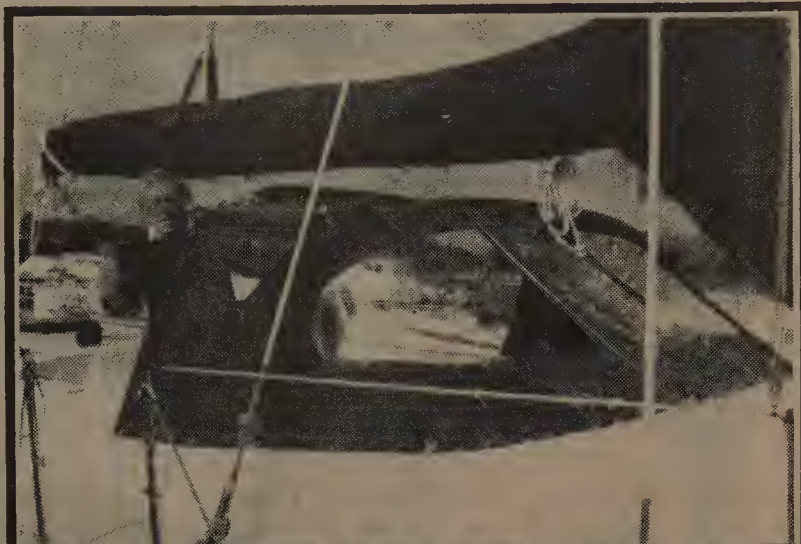
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# LETTERS

commentary on the Environmental Impact Report prepared for the proposed Harbor Marina on Andrus Island in the Delta. It resulted in the yacht club facility, originally proposed to be built on the second story of the dockside harbor master's office, being deleted from the project. The harbor master and the dockside laundry room were allowed to stay; "water dependent" I suppose.

I'm sure that most readers would fail to see how the 1200 square foot, second story yacht club impinged on wildlife, but boaters certainly should see that the Wildlife Service is impinging on boaters. The loss, at least for now, of a yacht club is hardly as nauseating as BCDC's recent assault on liveaboards but it is symptomatic of the low regard of many bureaucrats for people — especially people on boats. The conservation agencies make a big mistake if they fail to notice that boaters are among the most ardent lovers of wildlife. With BCDC complaining that our keels are crushing micro organisms and the Fish and Wildlife staffers attacking yacht clubs, it certainly seems that they mean war — and don't plan to fight fair either.

The could force boaters to the choice of becoming endangered species themselves or (God forbid!) getting organized.

Ken Wilson  
Sacramento

## □ SALT WATER LITMUS TEST

Oh my goodness, I've just read your article on 'Water Soluable Romances' in the February issue. I'm new to the world of sailing and trying ever so hard to get over my fears of ocean water and not falling off the boat when it's leaning over — or worst of all, having my husband go overboard with me running around hysterical. I see all these visions clearly.

But I must say that the only thing that keeps me going is the hope that someday I would be strong and brave enough to sail off to the wild blue yonder with my husband to beautiful and romantic places such as La Paz.

Now you have added to my fears. I always thought reading people's experiences would help me overcome my fears and give me strength — but boy, this one article has only added more to my ever sinking fright.

If there's any good advise for me out there, I sure could use some. HELP!!!

Linda Mattson  
Arcata, CA

*Linda — We suppose we might as well give you the rest of the bad news. La Paz itself is neither romantic nor beautiful enough to justify anyone putting up with a great deal of hardship to get there. And if it were, it would be so much easier to get there on Aero-Mexico — or even by car.*

*Like virtue, ocean sailing should be its own reward. It's certainly not easy, but then neither are any of the things in life that offer a lot of satisfaction. In the short view, for example, it might seem that a life of idle leisure is the ideal life, when in the long run it turns out to be one of the most dull, lifeless, and unfulfilling.*

*"Live life vigorously, challenge yourself, go sailing, be happy!" That's what all the smart guru's, psychologists, civic leaders and yacht brokers say.*

## □ INVITATION TO NAUTICAL TERRORISM

I was shocked and surprised to read an article in the February issue that encouraged — in fact recommended — violence, murder and high-seas terrorism.

The article I'm referring to followed the report of a collision between a merchant ship and a sailing vessel; you advised

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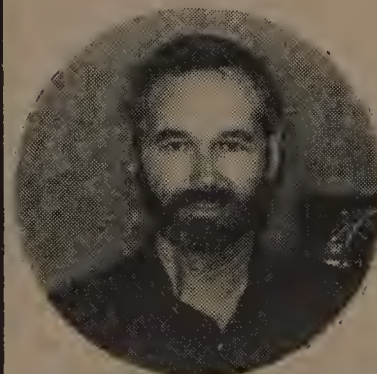
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## FORM STABILITY

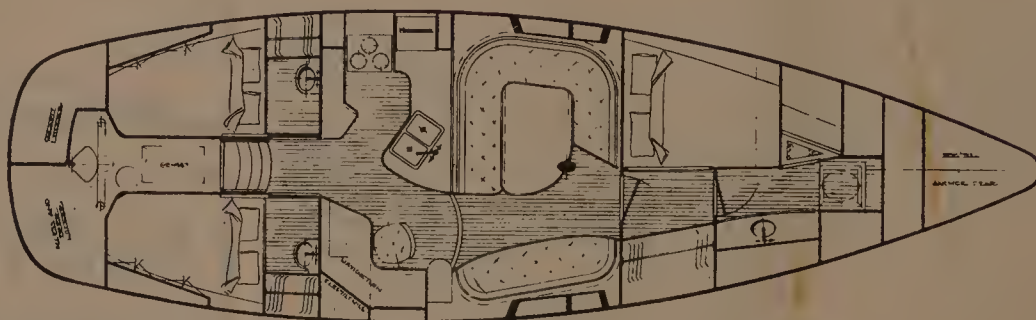
The Christina series excellent form stability is shown in their sections. The broad, low deadrise sections allow for good initial stability; and these sections continue this theme aft, right to the transom. In so doing, 60% of the hull is contributing strongly towards good form stability.

## DIRECTIONAL STABILITY

The ability to hold a true course is increased by the aft skeg which introduces a sharp lateral plane into the stern. The sections aft purposefully do not form a continuous rounded shape crosswise as this shape has been shown to produce boats with "squirrely", difficult to control, characteristics.

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# LETTERS

yachtsmen to arm themselves with bazookas and direct attacks against ships with a *Shipkill*, open warfare approach to safety at sea. I think that's a real smart way way to reduce the hazards one faces at sea. I would expect an article like yours to appear in some Libyan publication, certainly not one claiming to be civilized.

To straighten the record, merchant seamen — many of whom are also yachtsmen — are not the "incompetent, irresponsible dolts" without regard for the safety of others as your article claims. Most mariners react quickly to avoid a close quarters situation with a small craft whenever possible, and are always responsive to distress signals from other ships, yachts and downed aircraft. Anyone who has been to sea will testify to this. However, nobody seems to remember the rescues — it's the abuses and the neglect that merchant seamen are known for.

While the captain may have broken the rules in the *American Aquarius* case — it's noteworthy that you only *implied* that the captain tried to cover up the collision — the rest of the crew did not support him and might have turned him in. But I don't feel that the *American Aquarius* incident should reflect on the entire industry, nor would a responsible journalist/yachtsman.

Much of the problem between small boats and large ships is that small boats are unseen by ships steaming at wide open speeds — whether there are lookouts or not. (On United States ships, during daytime, there is an office and a quartermaster on the bridge maintaining a lookout. At night, in addition to the above, a third man, a lookout, is posted forward. Also contrary to what you might think, the captain is not on the bridge 24 hours a day, seven days a week.) And sailboats, even when showing the proper lights at night, are frequently not seen until a mile or so away — and perhaps not at all if visibility is anything but excellent. The visible range of sailboats is usually not over two miles, even under the best of conditions.

Nor is radar the answer, as small, low to the water boats of wood or fiberglass do not make good targets. Small craft without radar reflectors may not be picked up at all.

The merchantman is always made the bad guy because it's always seen as a case of the big guy picking on the little guy, or the corporation on the individual — however you'd like to look at it. But officers that man ships do not take the "I'm bigger, therefore I'm right" attitude. Remember, we make our living going to sea and our license is our livelihood. Running into another vessel, large or small, or ignoring a signal for help not only would cost a mariner his license, job or fine, but if criminal neglect is involved he could also face a jail sentence. Such cases are rare, but not unheard of.

For their own safety, instead of giving shoot to kill advise to yachtsmen, you might recommend something more seamanlike. I have outlined some recommendations that I have lived by for 30 years as a mariner and a yachtsman:

1. Avoid shipping lanes whenever possible in coastal or open waters. When crossing lanes, do so at right angles so as to clear the lanes as quickly as possible. (The Santa Barbara Channel is the worst on the coast.)

2. In confined waters — harbors and bays — recognize that large vessels are restricted in maneuvering by their deep draft. (The Harding Rock area northwest of Alcatraz in San Francisco Bay is a good place to avoid. In other words, these are not good places to argue about who has the right of way, it could be costly!

3. Install a good radar reflector as high as possible and keep it clean and unobstructed.

4. Use your VHF if you're uncertain as to whether you've been seen and ask the intention of the other vessel. Remember it's Channel 16 "outside" and Channel 13 "inside". Communication is a key to good piloting and boat safety; but don't blow your cool.

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# LETTERS

5. To attract attention to your position at night use a bright white light such as a spotlight. Do not direct the beam toward the bridge of the other vessel as it will blind them. Nor should you flash the light dramatically in all directions; this may lead a mariner to believe you're in trouble so that he'll come over to investigate — and boom! Simply show the spotlight on your sails intermittently.

Note: international Rule #36 forbids the use of a strobe light by vessels to attract attention. Rule or not rule, I personally would not hesitate to use one in an emergency situation.

6. Get acquainted with the Rules of the Road, a government publication available at most yacht basins, and learn the five situations where sail craft do not have right of way over powercraft — surprise! Also sailors should learn how to read and interpret running lights on other vessels and the whistle signals alerting other boats to danger, change of course, etc.

7. And probably most important, keep a good lookout — and in fog, listen-out. Don't expect someone to be looking for you. Safety is the reward for eternal vigilance; or, as seamen say: "It's your ass, cover it".

I don't know whether you'll print this letter, but I wish you would. I think that the other side should be heard. The sea is big, brutal and unforgiving for all of us; it's only with better communication, understanding and intelligence that we can get along. If anyone has any questions, I'd be delighted to answer them.

Captain R. Carino, U.S.M.M.  
Santa Rosa

*Captain Carino — The bazooka bit was intended to be so ridiculous that we assumed nobody would take it seriously. Afterall, who but a dope smuggler would know where to buy a bazooka in the United States?*

*As for "the other perspective", we appreciate it. However, we would like to point out that we have never taken a "ships are wrong, sailors are right" position on these matters. More than a few times we devoted a large amount of space to blasting sailors who, in our opinion, have recklessly interfered with commercial traffic. Furthermore, we think more 'near misses' are the fault of recreational sailors, who often aren't familiar with the rules and physical restrictions that affect larger traffic, than merchantmen.*

*Nonetheless, from personal experience we know that merchant vessels don't always keep the watch and lookout they should. The result? Commercial vessels should assume that recreational sailors are lunatics and vice versa; such eternal vigilance, as you suggest, will afford each the best protection.*

## □ IF ONE, THEN THE OTHER, TOO

Thru the years of reading *Latitude 38* my interest is always aroused when reading *Letters*. Even more so when you give your replies, for this is the substance of the thinking of the editors and the staff of your magazine and it gives the readers — we assume — a basis for judging your rational thoughts.

Disregarding the knots per hour, we seem to have your opinion about the BCDC and how they have no right to tell you where to put your poop decks. Yet I feel more discussion will ensue concerning the smuggling of contraband, and it is here that I will risk incurring the wrath of your italicized ire.

Your reasoning and logic are self-serving and irrational when you defend homegrown and condemn smuggling of pot and other substances. If one is wrong, so is the other because like the BCDC, the government decides what is law and that is why people smuggle. Eliminate the illegal nature of the dope and you will eliminate the whole apparatus and most of its negative results. Society will still



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# LETTERS

have the druggies, the abusers, and the people who need psychological assistance, but you will put a lot of the feds and outlaws in job reorientation.

I don't necessarily want all these changes about my opinions, I just want to look at yours.

John Petrick  
Ericson 27  
Fox Fire

John — We're sorry, but we don't understand how "... the government decides what is law and that is why people smuggle ..." demonstrates that cultivating homegrown is in any way the equivalent of smuggling huge quantities of dope for mass distribution.

Just as we believe there is a big difference between good government and what the BCDC has been doing, we also believe there is a huge and obvious distinction to be made between cultivating weed for personal consumption and smuggling hundreds of tons of it for general distribution. The former is a decision a person makes for himself while the latter is one he makes for much of the rest of society.

## □ READER/COURIER

In the February *Changes in Latitudes*, you mentioned that you're willing to provide copies of *Latitude 38* to "reader/couriers" to be distributed to cruisers in foreign anchorages.

We are flying to Puerto Vallarta on March 18, where we'll be guests on the yacht *Manana*. We'll be delighted to distribute copies of your great magazine to all your hungry readers — knowing from our own past experiences how wonderful it is to receive one.

We made three round-trips to Baja/Mexico on our Morgan 38 *Sally Forth*, and loved every bit of our experience. We've sold the boat and are now chartering in places we'd like to explore.

Sally Peisch  
Pasadena

Sally — We've U.P.S.'d a bundle to you — along with a 'Roving Reporter' t-shirt. Thanks for your offer to be a courier, you're one of three this month.

Incidentally, we'd be delighted to receive short reviews of all the places you decide to charter.

## □ THE WINTER/SUMMER YING/YANG

Thanks a lot for a great magazine — fine reading!

Maine winters are on the long side, but oh! those cruising summers.

Keep up your fine work, and don't be afraid of the controversial. You are a breath of fresh air.

Paul Fisher  
Isleford, ME

Paul — We don't want to be controversial — and we wouldn't be either, if people would just stop disagreeing with us.

## □ ONCE IS ENOUGH

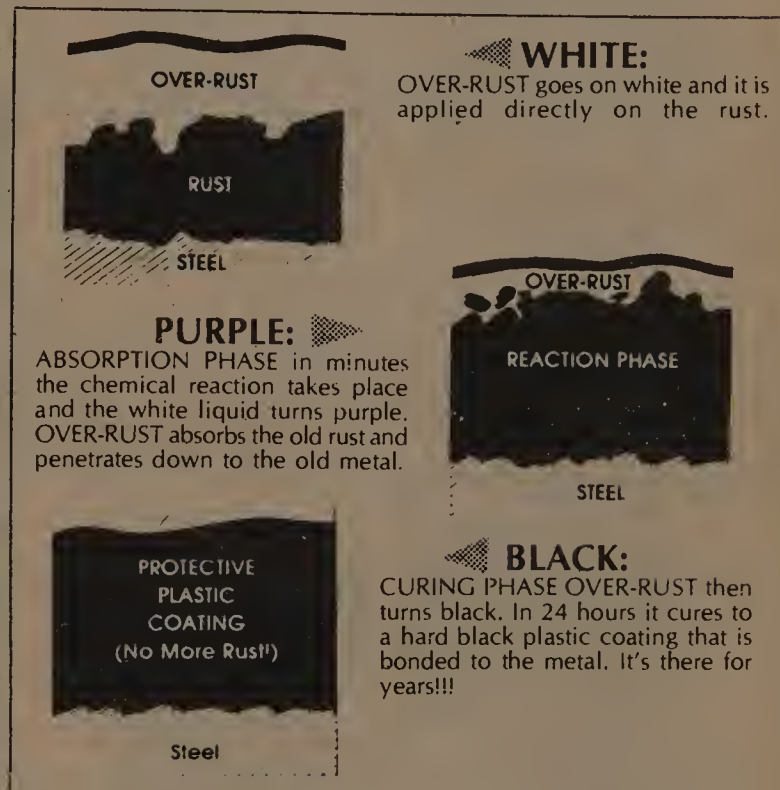
Beware! To anyone thinking about writing a piece for *Latitude 38*, my advise is: don't.

I sent an account of my three week stay in Gibraltar to *Changes in Latitudes* (Volume 102, December 1985), and it was butchered by editing and rewriting. The result was many changes in meaning, errors, and misspelling (eg. Gibraltar was Gibralter throughout).

I spent hours writing and rewriting, and had several locals proof-

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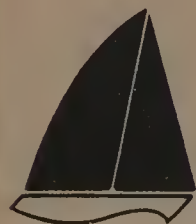
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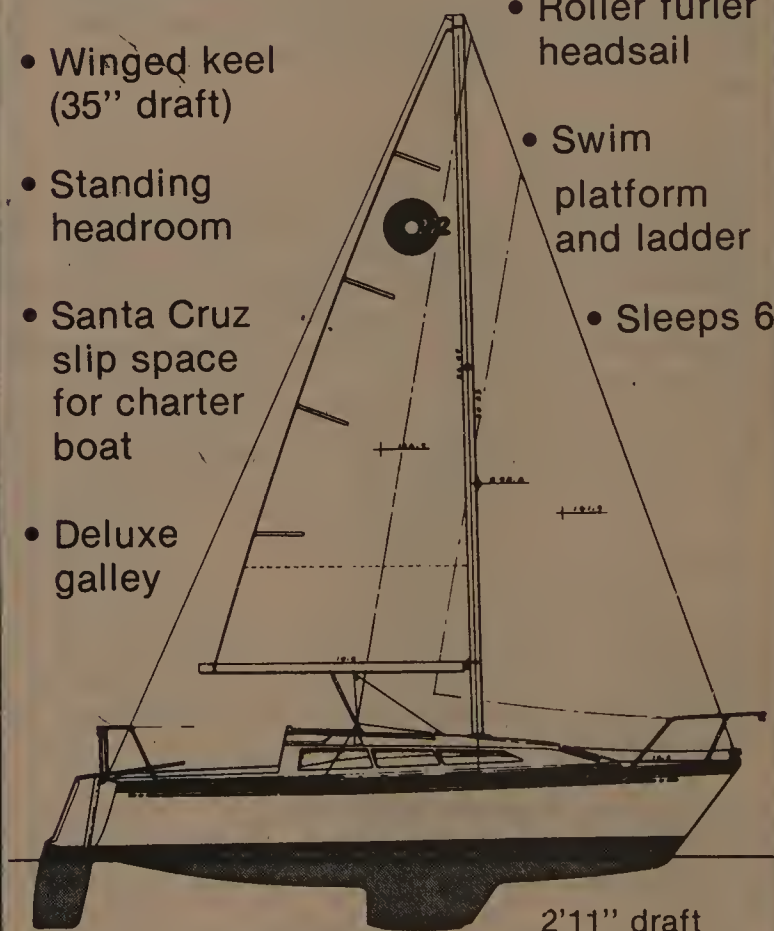
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# LETTERS

read it for accuracy. Never again for *Latitude 38*.

Michael Reppy  
trimaran *Damiana*  
Antigua, West Indies

Michael — We're terribly sorry you felt that your article was butchered. Since we don't get many reports on Gibraltar, we can assure you we did the very best we could with what you sent us.

One of our big problems is that we receive a lot of material from people out cruising, people we have no way of contacting for clarifications on fuzzy points. Unfortunately, in just about every letter or cruising report we get there are a couple of things that can have two or three meanings and in many letters — yours was a perfect example — much of writing is illegible.

We're not perfect to be sure, but we sincerely try to do the best we can with what we have to work with.

## □ CRUISING BOAT PRIORITIES

I find it interesting that Mr. Koester and many other buyers — experienced and otherwise — for cruising boats put so much emphasis on such an inconsequential matter as brightwork. There are many other tasks on a cruising boat that are more difficult than varnishing.

To name a few; dinghying water off the beach in the Marquesas, scrubbing the bottom, cleaning harbor muck from the anchor chain, etc. I would rather varnish than do any of these things — plus the fact that we all like compliments. People are always telling me how beautiful *Orient Star* is, but no one ever complimented me on having a clean anchor chain or a clean bottom job.

If I were shopping for a boat, I would not think it important enough to demand a certain amount of varnish. But, I would not reject an otherwise suitable boat because of it.

There are some situations where varnish should not be used; like on damp wood or where joints are bad and water gets under it. And I don't think that isolated one inch strips or bits of trim add enough in appearance to pay for the bother of keeping them up.

But I'll give you an idea of how easy it can be to keep varnish up. The front, back, and sides of the cabin as well as the cockpit coaming and caprail and the outside of the bulwarks are varnished on my boat. Yet without moving very fast, I can sand and varnish this in two easy days, or if Pauline helps me for three hours in the morning, I can do it in one day. And every three or four months is all it needs.

I personally get a lot of satisfaction from the beauty of varnish, but if other people feel differently, they can paint it. But nobody should reject a boat for such an inconsequential reason.

Pauline and I would like to take this opportunity to say hello to all our cruising friends. We are enjoying our new life up here in the mountains very much. We do go to Long Beach and *Orient Star* two or three times a year and stay on the boat for a few days, but when I go back down in June I'm going to try to bring myself to sell it. It's depressing seeing it set there tied up in the berth all the time after so many good long trips.

P.S. As I understand your editorial policy, you will let me continue to subscribe even if I sell my boat — as long as I don't buy a motorboat, right?

Ernie Copp  
*Orient Star*

Long Beach and Bonners Ferry, Idaho

Ernie — Folks with powerboats can subscribe to *Latitude 38*. At double the normal rate, of course.

## □ POST MORTEM OF CABO 1985

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# LETTERS

Just a few sidelights on November's Cabo Race from 'Mr. Mexico'. It was the fastest race I have ever experienced down the coast, taking 3½ hours less than five days. We could actually see the finish line at four o'clock Tuesday afternoon, although the winds did not let us finish till early Wednesday morning. Normally we finish late Thursday.

In the old *Pericus* we had one 200-mile day in eleven years. On this boat we had three in the first four days.

You missed the Casting Party on Saturday before the Trophy Awards Dinner. This was held on the yacht *Citius*, a Santa Cruz 70. It was on this very boat that 'Mr. Mexico' fell and broke his wrist in two places.

One of the several owners of said vessel, Dr. Curt Spencer, an orthopedic surgeon from Long Beach, set the wrist. He relieved the pressure by tying it to the boom and then raising the boom. When the pressure was released, the wrist was then jerked into place. The scream was heard all the way to Mazatlan.

Bill Wilson, an anesthesiologist, assisted with sedatives. However, since the ship stores were depleted of gin, the ample quantities of wine did not penetrate the pain.

A great time was had by all, at the expense of the poor patient.

I have read with interest the plight of the couple who were hit by a container ship off Point Conception. I sympathize with their tragedy, but having made over forty roundings of Point Conception, suggest it is a known fact that you stay alert at night, always keeping your eyes peeled forward, and never sit under the dodger arising every 15 minutes to make periodic checks around the deck.

Experienced west coast sailors know that most of the major shipping on this coast converges at this point. Keep your eyes open and steer a straight course.

'Mr. Mexico'  
Northern California

*It's better to get the mail late from 'Mr. Mexico' as opposed to never.*

## □ EQUAL TIME

I really got a laugh out of the letter last month by the fellow making comments on some of the women he met through last year's Crew List. I had to laugh at the irony of it because I found *myself* described as one of his "negative contacts". Negative contacts indeed! Unfortunately for your readers, the gentleman left out the best part of his story — or has he forgotten the crab salad incident? I know I'd like to!

In his letter he professes to be but a humble sailor looking for a good crew, frustrated by women using the Crew List as a mere dating service. He would be wise to examine his own motives and past behavior before pointing an accusing finger at others. He should also think twice before committing his illusions to print for the world to see. It made me very angry to see him make himself out to be so self-righteous when he is just as bad, if not worse, than the women he complains about. I feel I must respond to his letter so future Crew List women will not be fooled by this pious sailor routine. In his letter he described me as:

"One lady who indicated she was willing to work on a boat to be crew, but who was amazed that my phone call was for a work party to be followed by a sail. She didn't think the fact that she checked the 'willing to work' box would be taken seriously. Nonetheless, she did come because she figured that an offer to work must be a serious offer and she'd had enough of the other kind. The 'other kind' being offers to have sex 'on arrival', one by a fellow who didn't even bother to invite her to his boat."

The first time he ever called me was to ask me to work on his boat,

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Another Diodati Development



# LETTERS

and yes, I did think it a little strange that he would ask me to work on his boat when I'd never even met him. I do not recall him saying this would be followed by a sail that day, but "soon". He described this event as a "work party", but when I showed up at the boat it was him, the brightwork and myself. Some party!

I had checked the 'willing to work' category on the Crew List, but thought perhaps I'd missed some unsaid Crew List etiquette which requires one to work on the boats as payment for sailing. When I'd originally checked the 'work' category, I thought you got to know a boat first and became a fairly regular crewmember before helping with the boat's maintenance.

Working on a boat is part of the sailing experience, no matter how you define it, so I found myself spending a very enjoyable afternoon helping him sand his brightwork.

A few days later I was rewarded with a lovely sail, and a week later met him and another friend of his for lunch at a chandlery near my workplace. We seemed to be developing a nice friendship and I looked forward to learning a lot about sailing from him and his beautiful sloop.

Things were going along rather nicely until he invited me over for a crab salad dinner. By this time I felt I knew him pretty well and agreed to meet him at his boat after work. No sooner did I finish my dinner than the dear old fellow began to get a little too cozy. I attempted to move out of range and change the subject, but before I knew it he grabbed me and held me tightly in his arms! I struggled to get away, and when I finally did escape, made a dash for the companionway, leaving him apologizing and asking me to stay so he could "make it up to me". Sure buddy! A moment of panic was enough for me, and I took off for home, never to see or hear from him again.

In response to some of his other statements, yes, I did get calls from guys who wanted to meet me in bars. But they were easy to recognize as hustlers; he was a different story!

It concerns me that he will be getting 'free advertising' from his letter in the March issue with the Crew List being printed in the April issue. I don't really think he is dangerous — he's too old — but women should be warned that he may be looking for more from them than just sailing, no matter what he says in print!

Kathy Peck  
Berkeley

*Kathy — We'd dearly hoped that things would never get down to this level, but since he had his say last month that apparently included you, we felt it was important that you be able to have an equal opportunity to respond. Especially since you were willing to sign your name.*

*Being male, we figured we probably couldn't respond objectively to your letter. So we consulted with three women, in their late 20's to mid-30's, one single, one married, and one divorced and dating. Here is what they had to say:*

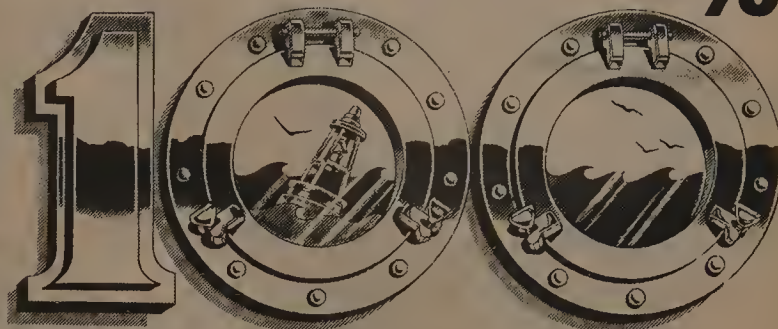
*First woman's reaction: "I think the woman's hurt that he didn't call her back. It sounds like he was just coming on to her, which is normal after getting together three or four times."*

*Second woman's reaction: "She's crazy! Where is she from? It's natural for a man to make a pass at a woman after getting to know a her a bit and after she agrees to have dinner on his boat. She must be naive."*

*Third woman's reaction: "It seems like she's over-reacting. What did she expect after going to dinner alone on his boat? But it was real nice of her to help him work on his boat; I think that's pretty unusual."*

*All three women qualified their remarks by saying everything*

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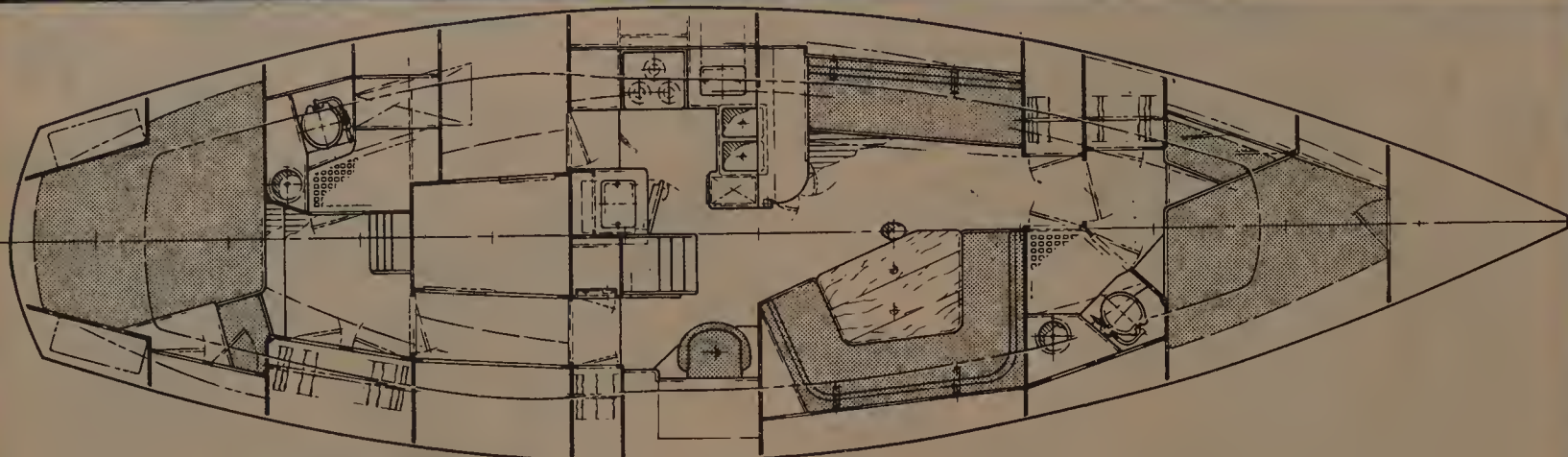
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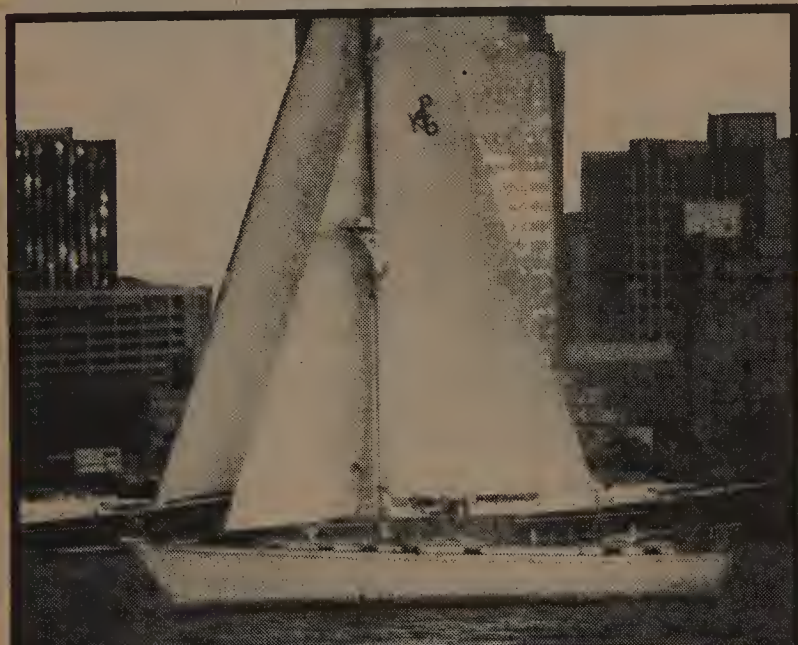


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| 45'   | Explorer        | 1978 | Cutter 99,500         |
| 47'   | Passport        | 1984 | Cutter 174,900        |
| 47'   | Vagabond        | 1981 | Ketch 155,000         |
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| 51'   | Formosa         | 1979 | Ketch 165,000         |
| 53'   | Pearson         | 1981 | Loaded, 320,000       |
| POWER |                 |      |                       |
| 41'   | Roughwater      | 1974 | 74,000                |
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| 45'   | CHB             | 1983 | Trawler 183,500       |
| 48'   | Commercial Fish | 1971 | 85,000                |
| 50'   | Ocean           | 1980 | 2 Staterooms 225,000  |
| 58'   | Hatteras        | 1978 | YF 450,000            |
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# LETTERS

*depended on how long and how hard you were held "tightly". Anything more than a reasonable pass, and all bets are off.*

*The women's consensus is that the man's actions described aren't so much hypocritical as what should be expected. So while we certainly don't want to dump on you or dismiss your "moment of panic", perhaps in the future you should carefully reiterate your feelings about what you're looking for, thus deflecting the pass before it's made.*

## □WHAT DO THEY WANT? WHAT DO I WANT?

Please find my Crew List check and ad enclosed.

With some reservations, I have put down a pseudonym that doesn't identify me by sex. I would somewhat prefer that you don't sort the list to the 'women looking for female crew', etc. level. I just want to meet people who want to sail and be sociable. To some extent I would prefer to meet more women who want to sail, just to clear up some of the 'romance' and 'sexual' nonsense.

Oops, I guess on off on a soapbox tangent again. It's just that I'm overwhelmingly confused about friends and acquaintances who are giving out mixed messages about what they want; sailing and/or sex. And I find that it's a bit of an annoyance. Maybe that's because I don't really know what I want — in addition to wanting to sail!!!!

When my relationship/boat partnership split up last year, I was stranded without a boat. So I fetched up an old copy of *Latitude 38* and — after a healthy portion of a bottle of wine — called a few people. I had the pleasure of sailing one to several times with very pleasant men. I can only say nice things about my experiences.

Since my own mind set was very foggy about 'relationships', I was alternately pleased and slightly disappointed that it was never an issue.

Now I skipper 'my' boat while my partner has moved on to bigger boats and more serious racing. I am active in my class association and have become more comfortable with singlehanding, but prefer to have crew and company. I'm surprised at how difficult it sometimes is to find crew.

*Latitude 38* has been a great read about sailing as well as being helpful in getting to know the Bay Area. I am venturing onto the Crew List to get to know more people that love sailing and sailboats. I hope that this will include more extensive relationships with women who feel fairly independent about it.

Lesta Nadel  
Northern California

## □USEFUL AND ENJOYABLE

Amateur radio aboard our Valiant Esprit 37, *Sanctuary*, has proved to be very useful and enjoyable as we make our way across the Pacific. Since leaving Portland in October of 1983, it has been of great benefit in keeping us in touch with friends and family in the States and with new found cruising friends we met along the way.

We met many cruising boats in New Zealand for the southern summer and interest in amateur radio high, Mike, W7HE, conducted a Novice License class at the Opua Cruising Club, Opua, Bay of Islands. Concentrated study and the burning of midnight oil brought success, as 25 cruisers passed their novice license examinations.

Everyone is now studying morse code and radio theory in anticipation of the General Class license which will give them the privileges most useful for maritime mobile operation. To provide them with an opportunity, Mike, W7HE, *Sanctuary* and Bob, NX6F, and Paula, NX6K, from the San Diego-based *Armored*, are serving as volunteer examiners under the American Radio Relay League/Volunteer Examination Coordinator program. Examinations will be held Saturday, April 5 and Saturday, April 19 at 9 a.m.

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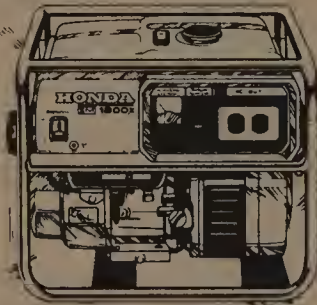
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# LETTERS

at the Opua Cruising Club.

Michael McKeown, W7HE  
Ardeth Lobet, KD7XZ  
Sanctuary  
Portland, Oregon

## □GOOD GUYS

We are recommending the folks at Spa Creek, makers of the AutoMAC Alternator Control, for a 'good guys award'.

We had their product sent to us in Mexico last year when it appeared that without the daily *coromuel* winds of La Paz for our wind generator, we might have to be running our engine all the time to keep our batteries charged. After installing it ourselves, we had an alternator specialist from Manzanillo come out to the boat and check our work. Everything seemed to be alright.

The thing worked great until one day four months later in the Marquesas. Not only did it fry itself, but it took our Autohelm 2000, Signet depthfinder and the tachometer on our Yanmar with it. So, we sent it back to our friends who had purchased it for us with a letter explaining the disaster and asking for their advise on whether or not we should risk another unit.

The Spa Creek folks responded by sending us a brand new unit and an explanation of what probably had happened. And, suggestions — like not ever touching the main battery switch while the engine is running — for preventing it from happening again. We thought that was pretty neat.

They also have a lot of other stuff which, if we had a bottomless 'kitty', we'd buy. Like low battery alarms, books to explain electricity of the 12 volt persuasion, ice box improvements, etc. They also offer a free consultation with the 12-Volt Doctor as well as a charger for the Black & Decker cordless drill. Well, we're pretty impressed with them and think their AutoMAC is great.

We're enclosing our Reader Survey from here because this is the first post office we've seen since arriving in Chile. Offhand, do you know where we're going to find a copy of *Latitude 38* down here? I'm not even going to think about going a year or more without *Latitude 38*.

Pam and John Faulkner  
Windchild  
Portland/Puerto Montt, Chile

## □THE LATITUDE 38 QUIZ

Like most other first time writers to your rag, let me say how much I enjoy the magazine and look forward to the arrival of each issue. It's nice to find something as informative yet as casual as *Latitude 38*. And as racing crew, it's also nice to be able to see your name in print at the end of a long, hard-fought and successful season.

After all this buttering up, I have a request. I have recently become acquainted with a very nice watercolor depicting a Twelve Meter match race. The featured boats are US 24 and US 25. I've identified US 25 as Britton Chance's ill-fated *Mariner*, but have been unable to find out which boat US 24 is/was. Do you or one of your readers have this information?

I'd be grateful for the answer and will be watching the Letter's section with baited breath.

Brock Parsons  
apus foredeckus  
Annalise

*Brock — Shame on us, but we have absolutely no idea as to the identity of US 24. First reader to come up with the correct answer — and it had better be correct — gets a 38 t-shirt.*

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Snap the removable handle onto the scrubber.

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The floats will *push* the scrub surface up against the hull. With surprising force.

Now, simply scrub. Move your arm up and down (the arm holding the DRI-DIVER handle) and guess what you've just become.



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Dri-Diver comes standard with a choice of scrubbing pads for keeping spotless hulls spotless and for getting fuzzy hulls smooth:

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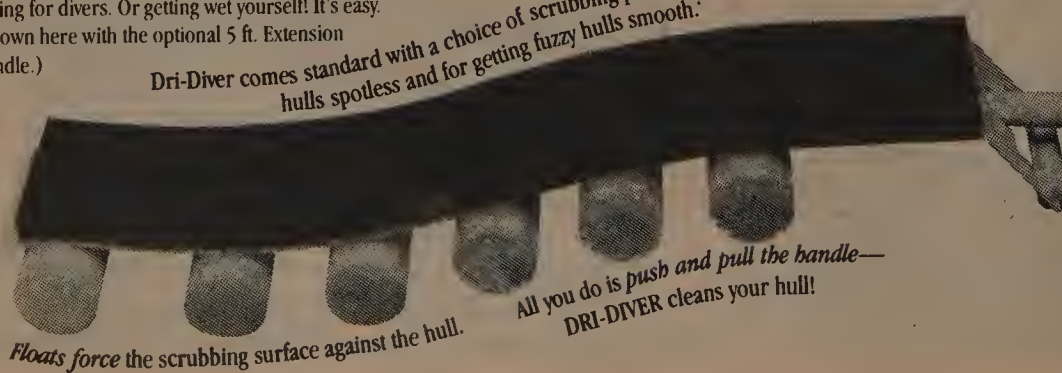
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Please be prepared for a shipping and handling charge of \$5.00, and 6% sales tax to Californians.

Telephone hours 9AM to 4PM California time. Or send your name, address, and the right

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Floats force the scrubbing surface against the hull.

All you do is push and pull the handle—DRI-DIVER cleans your hull!



# LOOSE LIPS

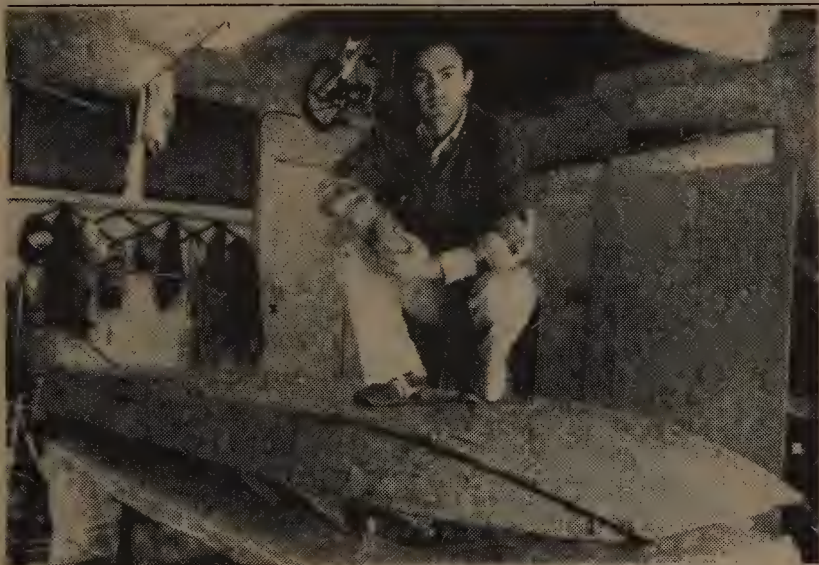
First time's a charm.

Steve Roberts caught the sailing bug only last May, but he caught it bad. "I'm just diseased," he says. "I sail two or three times a week; my wife is ready to leave." By fall, he was racing the Sausalito YC midwinters under the tutelage of Mike Rogers. Last month, he and crew Dennis Corgle and Greg Ballard, who were also new to racing, "decided to pop our cherry". They borrowed *Maxwell B*, the Santa Cruz 27 they'd been race training on, rounded the compliment out with Steve Geldmacher (who'd never been sailing before) and went down to the Ballena YC where they finished 4½ minutes in front of the second boat in their class. "It was like being pregnant. I'd been sailing nine months and I finally gave birth to my first win." We hope it's the first of many, Steve.

## Cardboard boats

Just so you don't think otherwise, that mention we made of Joe Desira rowing a cardboard boat across the Golden Gate last month was no gag. As you can see by this photo of Joe's *Phoenix* under construction, that's no flimsy refrigerator box. The whole boat has been "framed" and "planked" with resin-impregnated cardboard to achieve an amazingly rigid little craft.

Joe's March 8 target date for the passage was delayed by stormy conditions. And the last we heard in mid-March, he'd come down

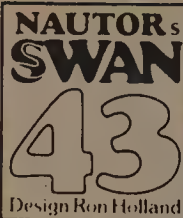


with the flu. If he's well by March 25 and the weather cooperates, he'll make the one-hour, two-mile trip at slack water on March 25, just about the time this issue is running through the presses.

As we mentioned last month, Joe sees cardboard boats as an inexpensive, easily-built and viable alternative to the plethora of commercially available dinghies. "All you need to build one is a straightedge, something to cut and measure with, a cheap drafting-type compass, cardboard — about \$20 to \$60 worth of materials — and an afternoon or two in your bedroom," says Desira, who obtained the cardboard for *Phoenix* free from furniture store scraps. "It's a great father and son project." Desira, who has also built a full-size cardboard hang glider, is offering plans for the 9-foot, two-person *Phoenix*-class boat for \$4. Send for them to Cardboard Designs, P.O. Box 5628, South San Francisco, CA 94083. For more on the crossing, or about cardboard boats in general, call 589-7917.

Calling Clifford Koester.

A couple of people would like to get in contact with you. For example, B. Disney, P.O. Box 596, APO, San Francisco, 96555. And let's not forget Kenneth Mahoney at 5040A Mission Street, San Francisco, 94112.



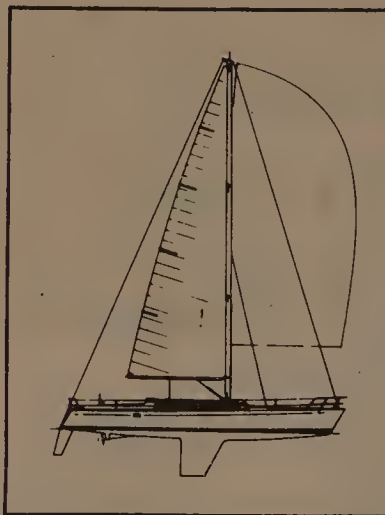
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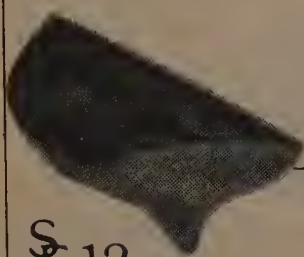
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# LOOSE LIPS

## Strange name.

Hank Dekker, the local sailor who was the first blind person to singlehand to Hawaii has a new boat he'll be taking in this year's Singlehanded TransPac Race. It's a Laser 28 named TYCY. You pronounce it 'Ticee'. It stands for 'Thank You City Yachts'. Can you guess where he bought the boat?

Charles Trimble, founder of Trimble Navigation, is developing a Trimble Loran/GPS Navigator that will be interfaced with a Microvox voice synthesizer that will allow Dekker to pinpoint his position within 75 feet. Mr. Trimble is also blind.

Dekker is seeking additional support to offset the expenses of the race. Those who wish to contribute can send money to the St. Francis Yacht Club Foundation; Dekker is an honorary member of the club.

## Gaining momentum

As of Saturday, March 8, the Palo Alto Harbor Association (PAHA), the organization trying to save the harbor from being filled in, has raised \$3,335 from 38 contributors. Additional monies are needed. If you are interested in helping save Palo Alto, send your contribution to PAHA Legal Fund, 2500 Embarcadero Rd., Palo Alto, CA 94303.

Rollo D. Dog, long time yachtsalesman at City Yachts and denizen of the San Francisco Marina passed on last month. The affectionate St. Bernard was eleven years old.

## Seems like we've heard about this kind of activity before.

A few months back we ran a two-part interview with Bruce Perlowin, a gentleman who admits to having smuggled 346,000 pounds of pot into San Francisco Bay from Columbia and Thailand. Currently a resident of the jail in Pleasanton, Perlowin last trips were bring pot in from Thailand. In fact he was arrested when a big load was coming in, and he never learned what happened to it.

It's pure speculation, but perhaps it was brought in by one of 18 people indicted early in March for smuggling 100 tons of marijuana

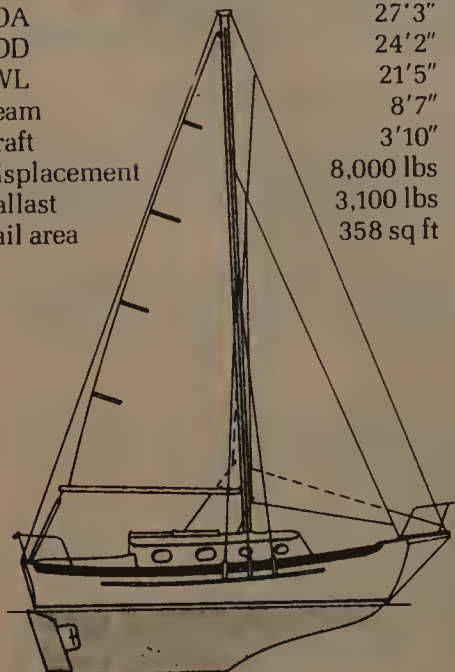


I very nearly bought one of those

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by Pacific Seacraft

|              |           |
|--------------|-----------|
| LOA          | 27'3"     |
| LOD          | 24'2"     |
| LWL          | 21'5"     |
| Beam         | 8'7"      |
| Draft        | 3'10"     |
| Displacement | 8,000 lbs |
| Ballast      | 3,100 lbs |
| Sail area    | 358 sq ft |



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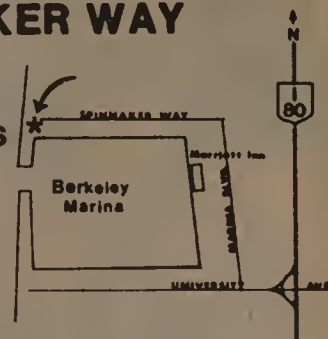
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# LOOSE LIPS

worth nearly half a billion dollars from Thailand to the United States between 1976 and 1983. These were pretty much the years Perlowin was in business.

While most of Perlowin's trip brought the pot right into a pier at Richmond, this operation was worked in a slightly different manner. Mother ships would remain far off the coast of California and Oregon, then would be brought in by small boat. Then, according to authorities, most of it was distributed in San Francisco, Marin and Sonoma counties.

The federal indictment listed three men as the ringleaders: Kenneth Chasser, 43; Michael Lerner, 32; and Theodore Pettepiece, 38. All three were residents of Marin but are believed to currently be living in Europe. The government estimates that Chasser made \$5 million in profits in 1983 alone.

Fourteen others were named in the 196-count indictment.

Free check-ups available in the Delta.

On April 26, the Coast Guard Auxiliary will be offering Courtesy Marine Examinations at Bethel Island Marinas. Specially trained Auxiliary members from South Bay Division 4 and San Joaquin Valley Division 10 will be on hand to check your boat out. It's free, and if you fail nobody is notified but you. The whole idea is to keep boating injuries and fatalities going in the same direction — down.

Association in the making.

Anyone interested in forming an O'Day owners association fleet in the Bay Area, contact Lynn Ogden, 147 Raleigh Dr., Vacaville, CA 95688.

To the rescue.

L.A. County Lifeguards Walt Reeves and Tom Pani were the skipper and deckhand of the patrolboat that picked up Mrs. Olson's crew after the boat was rolled and pitchpoled in heavy surf off Venice last month. While the Olson 30 was eventually bashed to little bits on the beach, thanks to the swift action of the two lifeguards, none of the six crew were seriously injured.

Alajuela sailboats, always the most difficult brand to pronounce in the industry, is now owned by CMI Yachts of Newport Beach.

The company's Lehnert Riegel would appreciate it if all current and former owners of Alajuela 33's, 38's and 48's would contact him at 700 Lido Park Drive, Berth 40, Newport Beach 92663. The company is interested in publishing an owner's newsletter, organizing raft-ins, etc., but is thwarted by not having a record of owners. If you own or have owned an Alajuela, drop them a line.

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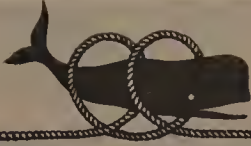
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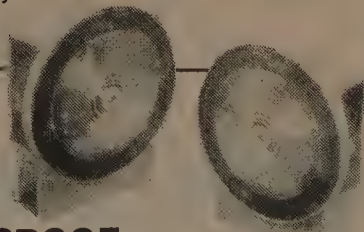
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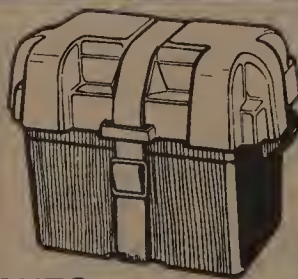
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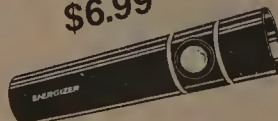
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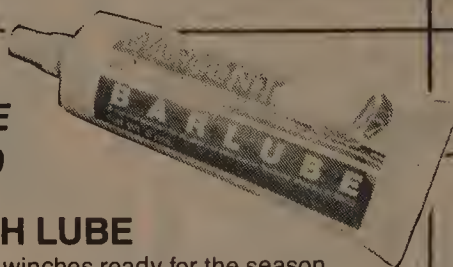
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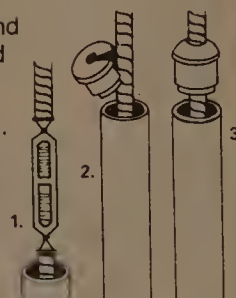
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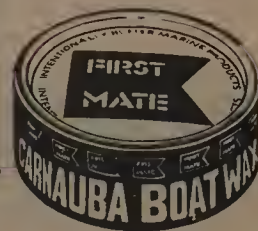
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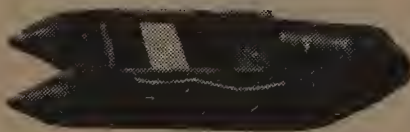
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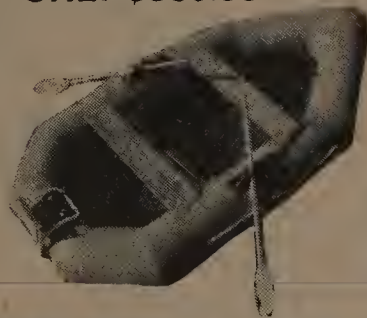
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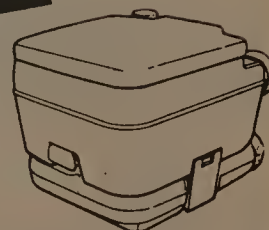


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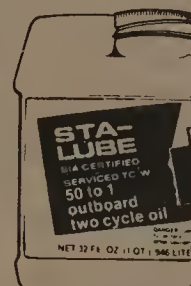


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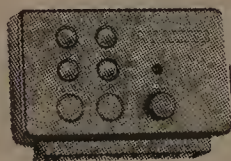
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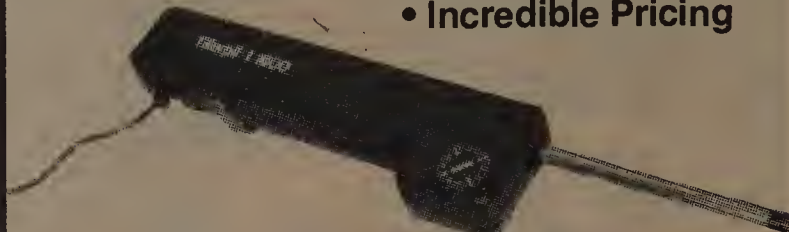
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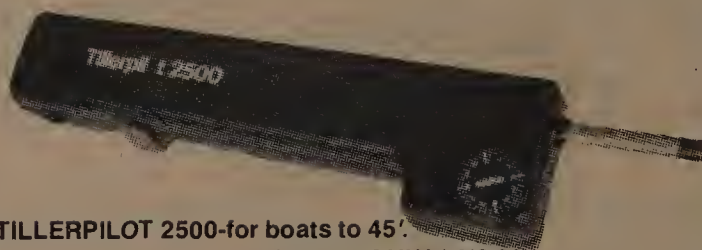


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# West Marine Products



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# OVERBOARD!

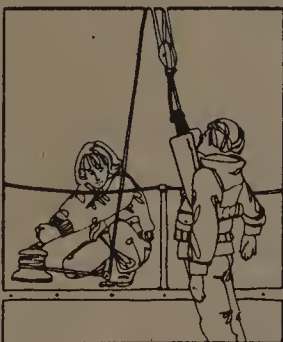
# MAN



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aboard your boat,  
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Unlike any other  
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the **LIFESLING** offers  
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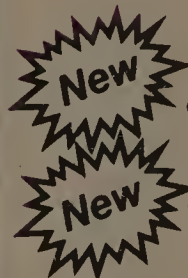


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See us at the in the water  
San Francisco Boat Show.



## ISOMAT

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## important notice

As you page through the issue, you're likely to get the feeling that there is a lower than normal ratio of editorial to advertising pages. This is more than a feeling, it's a fact.

The situation is that spring has sprung, that the big in-the-water boat show is approaching, and that advertisers need to get their messages out now.

Normally we'd be able to retain our standard editorial to advertising pages by increasing the total number of pages. Unfortunately, our printer is unable to trim and bind a magazine greater than 216 pages — which is what this

cont'd on next sightings page

## feathering

Frederic Laffitte, distributor of Max-Prop feathering props, feels our February article, *An Idiot's Guide to Props*, had a few shortcomings. He offers these clarifications and amplifications in regard to feathering props:

✓ Feathering props are available in both two and three blade versions.

✓ Feathering props depend on a gear to keep them working, not "tiny" gears. The





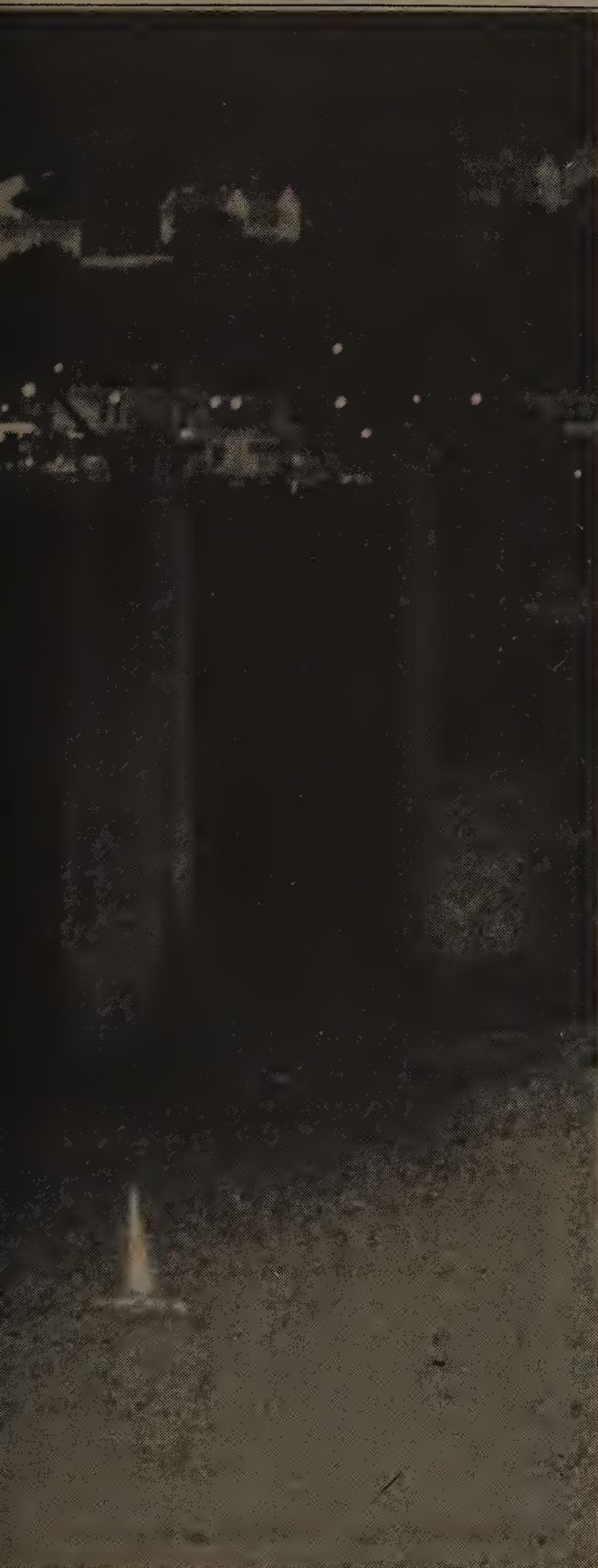
## props

geared portion of the propeller is heat treated to insure reliability and longevity.

✓ If bent or dinged (by hitting a submerged object), feathering props can be repaired like any other propeller. Nibral is a very easy metal to weld.

✓ Proper maintenance — a grease job every two years — will protect the gear from

cont'd on next sightings page



LATITUDE 38/JOHN

## important - cont'd

issue is.

Thus we are going heavy on advertising this issue, but will make it up to you by going heavy with editorial in the next several months. Thank you for understanding.

## moral police on duty

One night in 1968, we and our girlfriend, both students at UCSB, went out to an isolated part of Isla Vista to make whoopee in the back of our VW bus. Soon enough two cops pulled up and rapped on the side of the van with their billy clubs, hollering for us to come out. As soon as we'd straggled out, they commenced giving us hell for breaking all kinds of laws and threatened to drag us off to jail. What were we, they sneered, perverts?

After they left to terrorize other kids, we got to thinking. We hadn't been hurting our girlfriend, ourselves, society, the bus — we hadn't done nothin' to nobody! Those sons of bitches were nothing more than the moral police poking their inquisitive noses and ethics where they had no business.

It's with great reluctance that we must report that 18 years later, here in Northern California, it would seem the moral police are back on duty. But they've traded in their badges for positions on the Bay Conservation and Development Commission (BCDC) Staff and Board.

On Thursday, March 20, after years of what passed as study and much debate and discussion, the Commission amended the San Francisco Bay Plan concerning houseboats and liveaboards, and finally defined the crucial terms 'houseboat' and 'liveaboard'. This means the amendment and definitions will become, as soon as they go through a few formalities, state law.

The amendment to the Bay Plan means the following 'New Finding' has been added to the Recreation section of the San Francisco Bay Plan:

"Live-aboard boats are designed and used for active navigation but are distinguished from other navigable boats in that they are also used as primary places of residence. Although residential use is neither a water-oriented or a public trust use, live-aboard boats can be converted easily to a navigable, recreational use and, when properly located within a recreational boat marina, can provide a degree of security to the marina."

A 'New Policy' added to the Recreation section of the Bay Plan provides that: "Live-aboard boats should only be allowed in marinas if and only if:"

1. The number doesn't exceed ten percent of the total number of berths (except if more can clearly be shown to be needed for security).

2. The boats would promote the recreational boating use of the marina (for example, provide security).

3. The marina would provide sufficient restrooms, showers, garbage disposal and parking on land to serve live-aboards and their guests. (Editor's note: Who decides if a marina has 'sufficient' facilities to allow liveaboards? The BCDC Staff says the BCDC Staff decides.).

4. The marina would provide sewage pumpout facilities, either free or at reasonable charge.

5. There would be adequate tide circulation to carry away any wastewater.

This New Policy also provides that liveaboard boats moored in a marina on July 1, 1985 would be allowed to remain provided that numbers 2, 3, 4 and 5 above were met.

Also approved was the following definition of a 'live-aboard' boat:

"A 'live-aboard boat' is a boat, other than a transient boat, that is used or capable of being used for active self-propelled navigation, and that is occupied with the intent of being used as a primary residence."

(Editor's note: Sound a little fuzzy? The BCDC Staff contends it is a "direct, clear and concise" definition whereby "the public and affected parties can tell easily what distinguishes a boat that does not require a permit from one that does". A few paragraphs later we'll review some of their suggested guidelines for identifying a live-aboard.).

(Further editor's note: There is currently a more restrictive liveaboard

cont'd on next sightings page



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Save from \$5,000 to \$20,000 during the boat show with our "Blank Check" factory rebate program. Stop by our display or office and discover how easy it is to own the best.



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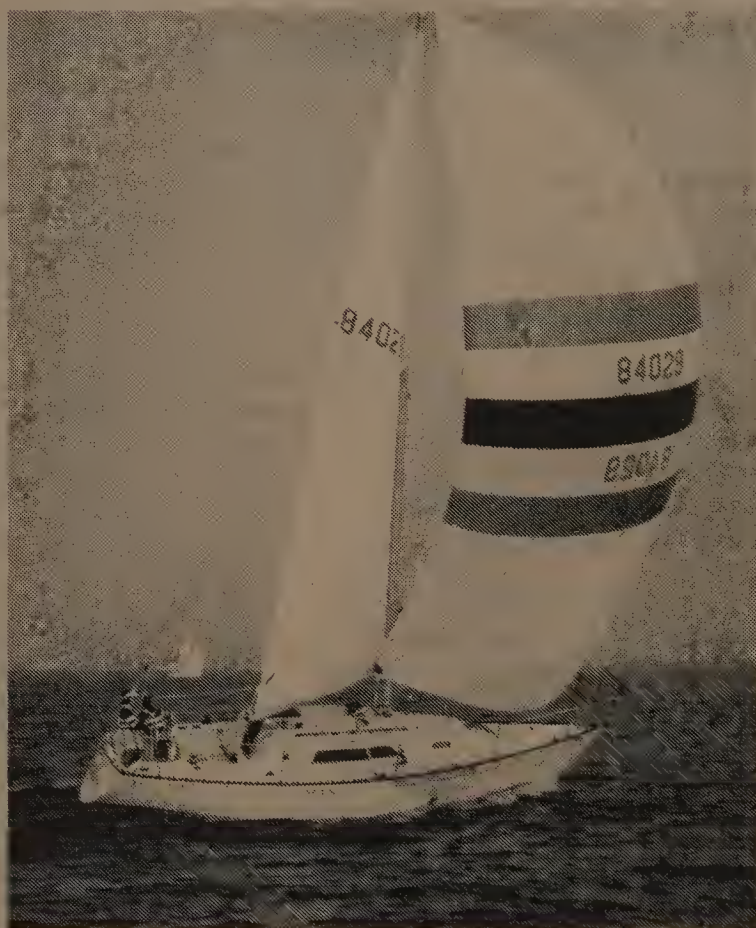
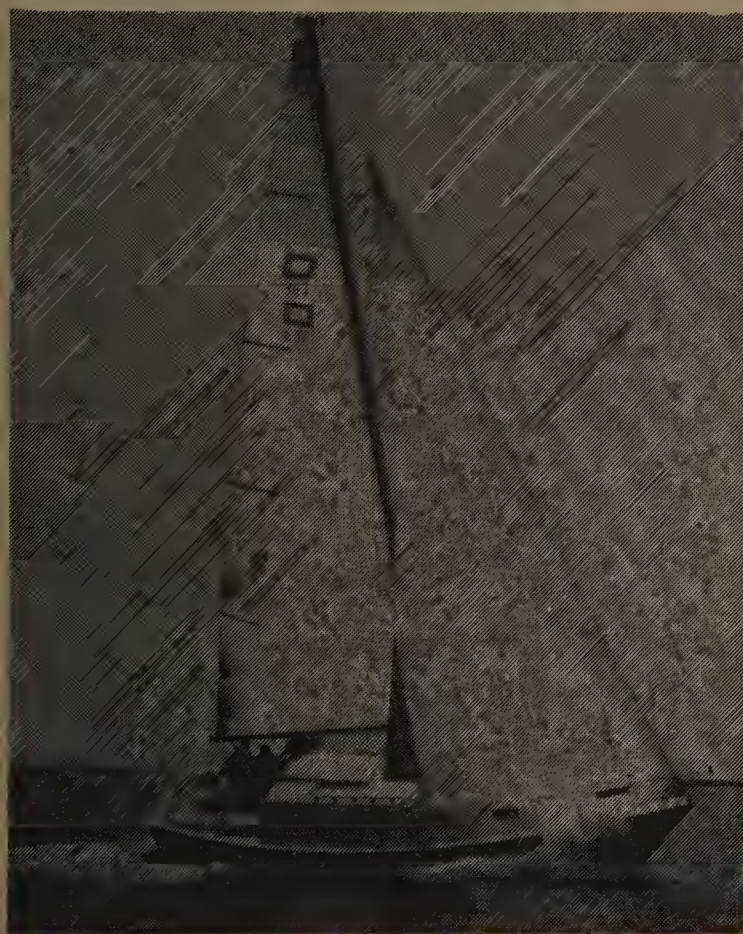
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## moral — cont'd

definition for Richardson Bay that is part of the Richardson Bay Special Area Plan. According to the BCDC Staff, unless some change was made, the more restrictive definition would apply to Richardson Bay, while the rest of the nine Bay Area counties would operate under the less restrictive definition.)

The BCDC asserts its legal authority — and responsibility — to regulate houseboats and live-aboards comes from the McAteer-Petris Act which created it. "This is so because both filling (Bay fill) and changes in use, for example, from no use to a residential use . . . require a permit from the BCDC".

The Commission claims that houseboats are both 'fill' and 'a change in use' and therefore easily come under their jurisdiction. They've backed off a little on live-aboard boats, saying "it is less clear whether all live-aboard boats qualify as fill". Yet they tenaciously cling to the concept that living aboard a recreational boat is a 'substantial change in use' — and thus falls under their jurisdiction, be it fill or not.

Given the Commission's definition of a liveaboard, it's important to understand what is meant by "occupied with the intent of being used as a primary residence". The Staff lists six possible indicators of long-term use: 1. Presence or absence of a house elsewhere used by the occupier of the vessel for a residence; 2. mailing address of the vessel occupant; 3. voting registration address of the vessel occupant; 4. utility connections to the vessel (water, electricity, gas, telephone, sewage; 5. automobile registration address; and, 6. living on the boat for greater than 90 days in a 180-day period.

How the BCDC Staff plans to check anyone for violations of these six 'indicators' without violating a person's civil rights remains to be seen. Will Staff members be following boatowners to find where they pick up their mail, where they've registered their car, whether they have a telephone on their boat? Or will they be tapping on hulls at night asking "Are you sleeping here tonight?" "Where have you slept the last 89 nights?" "Why don't you live in a house?" "Why can't you be like everybody else?"

We didn't attend the March 20th meeting at which the amendment and definitions were passed, but we're told that it was suggested that illegal liveaboards could be turned in by fellow boatowners. Who knows, perhaps later they'll throw in a bounty for turning in such criminals.

The BCDC Commission passed the amendment on a vote of 20 to five. Eighteen votes were required to pass the amendment to the San Francisco Bay Plan. The definitions of houseboat and liveaboard required only a majority vote.

The reaction of the Pacific Inter-Club Yachting Association, which represents 75 Northern California yacht clubs, was mixed. On one hand, they feel the regulations on liveaboards "aren't that bad"; on the other hand, they have two big objections.

The first is that this sets a terrible precedent because it's the first time 'change in use' concept has been applied to boats. And the implications can be very broad. For 'change in use' may not only limit those who can liveaboard, it can also mean boatowners would have to get a BCDC permit before doing substantial work on their boats. Taken to its most ridiculous extent, a maxi boat racing the Bay might have to petition the BCDC for a permit prior to making a headsail change.

The PICYA's second objection is that stuck in with all the other stuff is the finding that graywater, the stuff that goes down the drain when you wash your vegetables, is detrimental to the environment. The problem is this finding is the equivalent of an environmental Impact Report. Now on the books, it can be brought up as fact a zillion times over in future discussions.

Bill Eldredge, himself a liveaboard for ten years, says Bay Area Boaters' response to the BCDC's action is to "put together a legal challenge". There is a 28 day period from the date the BCDC passed amendments in which BAB or anybody else can file suit. Eldredge and BAB are hoping to combine the

cont'd on next sightings page

## props

wearing out.

✓ The major advantage of feathering propellers is their ability to reverse. They offer 80 percent more power in reverse than a

## epirb service

Back in the March issue Jessie Sweeney on *Smilin' Jack* wrote and asked if we had the address to get Narco EPIRB's serviced. Narco is no longer in the business. Although we'd printed the address of an alternative source a few months before, naturally we couldn't find it, and thus were unable to help him. What a magazine!

Fortunately, a reader has come to the rescue. Stuart Stephens of Belvedere reminds us that Halotech, Inc of 1669 Miller Circle, Center Square, PA 19422 (215) 275-8359 can do the job. He reports they reconditioned his EPIRB promptly — and he assumes satisfactorily.

Halotech's flyer says they are fully equipped and certified to perform any service required for the MRB-510 and MRB-600 units. They don't sell batteries or parts, but do service them, a process that includes checking the unit, installing a new battery, a new battery case, a new gasket and waterproof nycollar screws (if required), as well as do whatever else is necessary to waterproof them.

The company says their standard charge for this service is \$56 (if no other work is required), plus \$5.33 for shipping by U.S. Mail. They can also ship UPS to non Post Office boxes for \$3.

The normal turn around time is claimed to be two days — at least in September. Thus they say people should expect it will take about 12 days to get the EPIRB back from the time they send it.

## list your

If your group, organization, association, park district or yacht club has a junior sailing program open to the public this summer, we at *Latitude 38* would like to help publicize it. Please send all the pertinent information

## like the idea of

This may be your chance.

The Ocean Society is looking for instructors for their Sail Camp, Race Camp, and Junior Skipper Camp to be held at various times this summer on Richardson Bay. They will be accepting applications for these paid

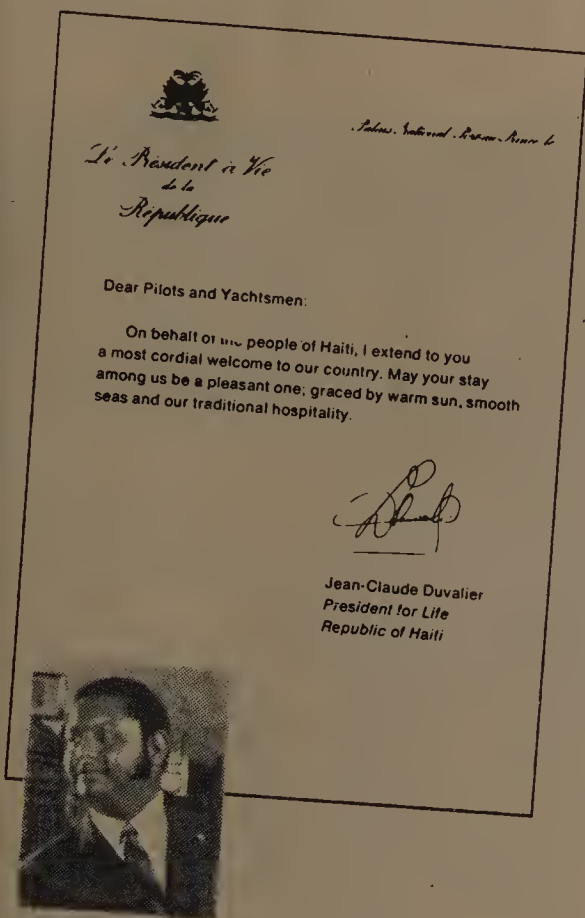


## — cont'd

comparable fixed blade propeller.

✓ Feathering propellers are rather expensive in small diameters, but are comparable to folding propellers in the larger diameters.

## it's not hard to do



If you've got the 1982 edition of *The Yachtsman's Guide to the Greater Antilles*, you can update it by ripping out page 133 (shown here).

## sailing program

to Box 1678, Sausalito, CA 94965. If you can get us the information by the 20th of April, we'll publish it in the issue that comes out May 1. Thank you.

## getting paid to sail?

positions until April 1.

For complete dates, job descriptions and salaries, write Jane A. Piereth, Director of Sailing Programs, Oceanic Society, Building E., Fort Mason Center, San Francisco, CA 94123.

## moral — cont'd

resources of liveaboards with private and public marina operators to finance the the challenge.

"We're going to shot-gun it," explains Eldredge, meaning they'll contest the BCDC's action on a variety of grounds, ranging from procedures to authority to the contention what's been done is against the intent of the McAteer-Petris Act.

Eldredge says that BAB most objects to the definition of a live-aboard. It's their belief — as well as that of a minority of BCDC members — that as long as a boat is used regularly for navigation, that living aboard is incidental and not a change of use. The BCDC Staff rejects this view by saying such a definition would create an exception from other BCDC controlled structures and "raise serious constitutional issues". As if telling someone how often they can use their boat is not a serious constitutional issue.

If the definition could be changed so that living aboard a navigational vessel was not a 'change of use', the BAB would see room for a compromise.

When filing suit against the BCDC action, BAB will also file an injunction to stop implementation of BCDC's changes. Lawyers working with BAB figure that since there's no monetary loss involved, it very likely they'll get the injunction.

Eldredge guesses that BAB's lawsuit, if carried through to the end, will take anywhere from two to five years, an estimate based on similar suits. Legal fees are expected to run \$100,000. If you wish to contribute to their legal fund, write BAB at Box 5457, Redwood City, 94063. Or phone 367-9730. They've also been running a liveaboard's net on VHF Wednesday evenings at 2000. They announce it on 16 and switch to 70.

What's this all mean? It's difficult to tell until after the BAB files its suit and we find out whether or not they get the injunction. If they get the injunction, will the case drag out, will the BCDC seek a compromise? Only time will tell.

If they don't get the injunction, will any marina operators seek the BCDC's permission to have legal liveaboards? A few years ago when vacant berths were rare, probably few would have. Loathe is too weak an adjective to describe the emotion most marina operators, including some public, feel toward the BCDC. The less they have to do with the agency the better. But with so many vacant berths around the Bay, probably a number of marinas will seek to fill berths with liveaboards. We'll try and get a sense of that by next month.

If living aboard now, should you try to legal or be a sneak-aboard? It's tough to say, particularly since the "clear, concise" definition of live-aboard seems big enough to drive a Swan 57 through. Afterall, they brought up "intent", which is about the hardest thing in the world to prove. Remember the guy who shot the old lady lying in bed; the Supreme Court bought it when he said he didn't 'intend' to kill her, but that she just scared him by waking up. Why couldn't you use, "No, it's not my intent to liveaboard, I intend to buy a big house and move in — as soon as I can."

Other than getting neighbors to fink on liveaboards, how does the BCDC Staff propose catching illegal liveaboards? One way is through marina owners. A marina owner can't replace a rotten piling without a permit from the BCDC. When he applies to the BCDC to replace that piling, they can indicate it won't happen until all the illegal liveaboards are removed from his marina. Now this may sound like extortion or blackmail because liveaboards don't have anything to do with rotten pilings, but it's the way the BCDC Staff does business. Ask a marina operator.

If your marina operator is easily intimidated, you may want to start lining up an alternative address for getting your mail, registering your car and to vote — all the stuff you need to go along with the sham.

It's a long way from 1968, but it seems we're back there again. We lived on a boat in Sausalito for four years, where we conceived our oldest child and founded this magazine. And as was the case with the smooching in the back of the van, never in those four years we did we hurt anybody, ourselves, society, the environment or jeopardize the future use of public waters. Isn't it

cont'd on next sightings page



## moral — cont'd

time our government devote its many energies and resources to helping its citizens rather their intruding where they're neither needed nor belong?

## mariner's square boat show

This year's San Francisco Bay In-The-Water Boat Show, says spokesperson Karen Thomson, is the biggest of its kind ever. "It's absolutely huge," she says. "We've run out of land space, and are actually having to put some booths in the street. We're utilizing space in the marina that we've never used before."

cont'd on next sightings page

## bountiful

It's a Trivial Pursuit question and it goes something like this: "What woman's likeness has been reproduced more times than any other?" The answer is the Virgin Mary. Now if we asked you what *ship's* likeness has been reproduced more than any other what would you say? How about the *Bounty*. Including the original on which the famous mutiny occurred, no fewer than five *Bountys* have been built. As far as we know, only two survive. The oldest one we know of, a





## bounties

Canadian-built replica constructed for the Brando-as-Christian version of the movie was last seen slowly mouldering away its days as a tourist attraction in Florida. During our tour, a crewmember demonstrated the condition of the ship by reaching down and pulling a deck spike out with his bare hand. Hmm.

The latest version, however, was built to last. The Mel Gibson *Bounty* was built of

cont'd on next sightings page



LATITUDE 38/JOHN

## boat show — cont'd

The show runs from April 16 through 20, and lots of special events are planned. On Opening Day, the 16th, for example, there will be a \$100-a-person VIP reception on the lawn to raise money for the Golden Gate Challenge. Special guests include syndicate skipper Tom Blackaller, crewmembers of US 49, and the boat itself, *USA*. Possible additional VIPs include Gary Mull, a representative of the Australian syndicate and representatives of the Chicago and Canada syndicates. That \$100 also entitles guests to a luncheon and wine tasting. Only 100 tickets are being offered for this special event, by the way, and as we went to press in late March, 24 had already been sold. If you're interested, get your order in early to Karen at 523-0922.

Several manufacturers will debut new boats at the show, among them the Beneteau 405, Passport 37, Hinckley 59, Baltic 35 and 38, Hans Christian's new "Christina", the steel-hulled Amazon 37 and Big Mac herself, the MacGregor 65. Other manufacturers represented at the show include C&C, Ericson, Jeanneau, Pearson, Nauticat, Morgan, Catalina, Nonsuch, Cavalier, Vancouver, Freedom, Celere, Sabre, Farr, Tayana, Pretorien, Cape Dory, Pacific Seacraft, Olson, J-Boats, Stevens, Liberty, Panda, Fairweather, Hunter, Cal, Slocum, Hyllass, Cheoy Lee, Bristol, Gulf, Capri, Alpha, Hobie and Nacra. Sixty-five to 70 percent of the nearly 200 boats on display will be sailboats — that despite the fact that there will be about three times the amount of powerboats there as last year! We told you this was a big show.

Other special stuff: Horizon charters will offer mini-sailing lessons every day except the first, when *USA* will be taking up their dock space. Regularly \$35, Horizons lessons will be only \$5 to show-goers. The hour-long lessons will be given on sailboats in the 35-40 foot range. Also, Coors Light has become the official boat show beverage. Most of the decorations in Mariner's Square will be courtesy of the Silver Bullet (Coors Light) folks, and look for a special promotional thing for the Golden Gate Challenge.

The San Francisco In-The-Water Boat Show at Mariner's Square in Alameda will run from 11:30 to 6 on weekdays and 10 to 6 on weekends. Parking is free. Adult admission is \$5; kids 6 to 16 are \$2 and 5 and under are free. For an extra \$2, which you must pay the same day you buy your ticket, you may come back in every remaining day of the show for free. Have a good time, and be sure to stop and say "hi" at the *Latitude 38* booth.

## the best laid plans

It's been nearly 20 years since Bob Crowley had Myron Spaulding design him a boat. Bob wanted an all around yacht, one that rated well under CCA (Cruising Club of America, a now defunct rating measurement), was strong and kindly enough for offshore work, yet nimble and comfortable enough for daysailing and overnighting on the Bay. Spaulding was a logical choice for the commission; as well as being Bob's longtime friend and sailing partner, he had already designed the well-balanced and successful Spaulding 33s.

Spaulding set down the lines of a graceful little 28-footer that he felt met all those criteria. In the late '60s, Crowley started building her inside the shed at Spaulding's yard in Sausalito.

Work progressed steadily, if not very quickly. Crowley worked as he had the time and money to do so, and quality was more important than quantity. He built the boat to last, and he used only the best materials — lead keel, bronze fittings, fir planking attached to white oak frames. The backbone and much of the interior are constructed of Guatemalan mahogany, not the comparatively soft and widely available Philippine stuff. As any self-respecting wooden boat builder knows, Philippine — "cigar box wood" — is not a true mahogany. The boat has full floor timbers, and bulkheads are glued and bolted to the frames, in the way of the chain plates and right on up onto the coach roof. The decks are glass over 5-ply 1/2-inch Bruynzeel plywood. The cockpit is teak planked. Her overall dimensions were 28' LOA, 21'4" LWL,

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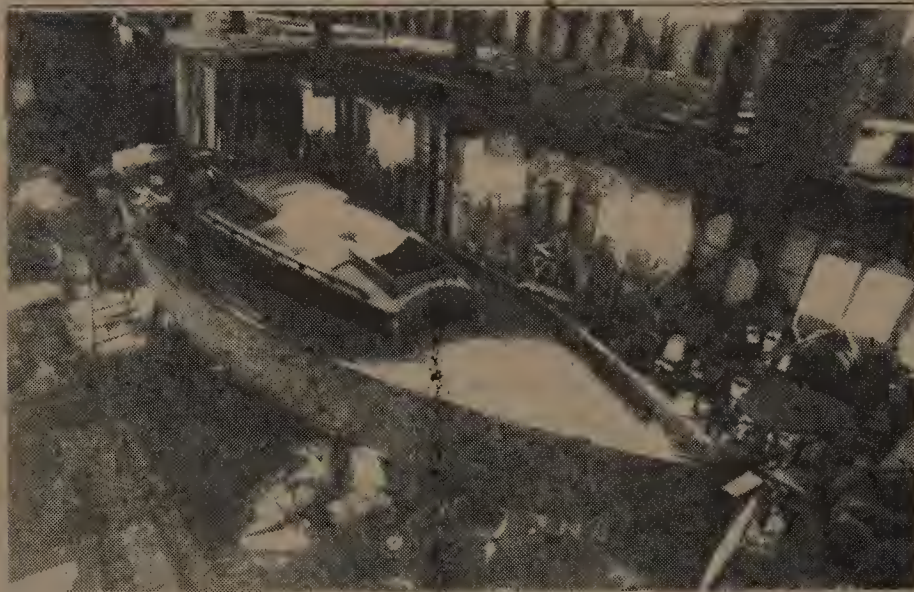


# SIGHTINGS

## laid plans — cont'd

7'10" beam, 4'6" draft and about 7,600-lbs displacement. An Atomic 4 gas engine, installed, will supply auxiliary power.

Months turned into years as the boat took shape. By the turn of the decade, she was 80 to 90 percent complete, lacking only a rig and some in-



Crowley's nearly completed Spaulding design.

terior work before she was launched. Then Crowley fell on hard times. Family illness drained what little extra time and money he had earmarked for the project; and age — he's now in his mid '60s — and bursitis drained his mobility and strength. Work on the boat became more and more sporadic, and in 1981 stopped altogether. Since then, Bob Crowley's unfinished, unnamed yacht has remained in a state of suspended animation in the same shed where she was built.

It's hard to let go of dreams, especially those you've nurtured with your own hands and heart for so long. But it's time. Crowley realized a while back that he wouldn't be able to finish the boat, so a couple of months ago, he put her up for sale. For what he's asking, says Crowley, "you couldn't even buy the materials anymore."

Before she sails, the boat needs a boom built (the mast is done), some minor trim work completed, and rigging, sails and miscellaneous fittings purchased — for someone who knows wooden boat building, that's not much compared to the amount of work that's gone into her. And take it from us, that work really has to be seen to be appreciated. Comparing the joinerwork alone to a modern production yacht is like comparing a Stradivarius to a kazoo. You can reach Bob Crowley at 388-2292.

## the farallon challenge

It may come as a surprise in light of all the hoopla over the 12-Meters, but there is another challenge happening soon that could also use your donations. This one is called The Farallon Challenge. By being the first to board-sail 'round the rocks on May 24, originator Shimon Van Collie hopes to raise \$15,000 for the Hunger Project.

Shimon, a freelance writer, is one of the more experienced 35-year-old sailors out there, crewing most recently aboard Bob Klein's Peterson 40, *Leading Lady* for the '85 IORDA season and recent Big Daddy weekend. He's also done a couple of Doublehanded Farallones races; a MORA San Diego race; and delivered a boat back from the TransPac. In 1984, he won the Doublehanded Lightship Race aboard the 35-ft sloop, *So Farr So Good*. He's been boardsailing about a year.

Shimon is not looking to make any money out of the challenge himself. His reward will be the personal satisfaction of accomplishing a difficult goal.

cont'd on next sightings page

## bounties

steel in New Zealand in 1978, then sheathed with wood to look the part. Go below and the ship is completely modern, down to microwave oven and twin-screw diesel power. Come up on deck and, in the words of Captain "Goldie" Goldsmith, "She is authentic down to the inch."

This newest *Bounty* stopped off in the Bay for a couple of days to wait out one of the big fronts that came through in mid March. Her next stop is Expo '86 in Vancouver, where she'll ride people around for a bit before embarking on an ambitious voyage back to the "scene of the crime," Tahiti. "Once you've seen those beautiful Tahitian ladies all over the ship and climbing in the rigging," says Captain Goldsmith, "you can understand

## knot

Is your granny what happens when you try and tie a square knot? Do you pay extra for a pre-made anchor rode because you're not sure how to make your own? Do you think a splice is a piece of pizza or a Japanese seasoning?

If you answered 'yes' to any of these questions, you're a qualified applicant for the Oceanic Society's class in Practical Marlinspike. Pieter Folkens is the resident expert, and he'll teach you: All about making fast to cleats, bollards, and bitts; basic and advanced knots; the anatomies of a knot, hitch, and bend; the properties of a line; how to make a heaving line; how to make long, short, eye and back splices; how to do a double braided line splice; how to do whippings, emergency knots and how to make up

## celestial navigation

Last year when the Oceanic Society offered celestial navigation classes they got a reasonable amount of students but not a lot. A lot of folks must be planning to take off on their boats soon, because the response to the classes this year has been "incredible". In fact so many people signed up for the first session that a second class had to be added and interested students still had to be turned away.

To meet the demand, another course in celestial navigation will be offered starting on April 16. The course runs for eight weeks at Fort Mason in San Francisco, from 7 to 9 p.m. If another session needs to be added, it will be held earlier.

The instructor for all classes is Sam Crabtree. As an added attraction to most celestial classes, Sam will demonstrate how to take a sight with the sun directly overhead when



## — cont'd

Christian's actions."

This time, instead of carrying breadfruit, the ship will be making her living bareboat chartering every leg of the trip. Stops include La Paz, Acapulco, the Galapagos, the Marquesas and Perth for the America's Cup. After that, a world tour is in the works. In addition to 10 regular crew, she can accommodate about 26 charterers in complete, modern comfort below decks — and complete . . . um . . . authenticity above. Yo ho ho and a bottle of Perrier.

For more information on chartering aboard *HMAV* (Her Majesty's Armed Vessel) *Bounty*, call Adventure Center in Oakland at 654-1879.

## class

an anchor rode.

Were you to try and learn all this stuff yourself, it would probably take you a couple of lifetimes. But with lots of dedication and the Oceanic Society course, you can get it down pat after just four three-hour evening sessions. Heck, after just one meeting you'll probably be doing 15 or 20 knots per hour — even though some folks say that's impossible.

First session is April 22 at the Oceanic Society's Fort Mason digs in San Francisco. Course fee is \$30. For sign-up and other information, call 441-5970.

Once you've completed Practical Marlinspike, you'll be eligible for the Oceanic Society's Fancy Marlinspike course which will be offered later in the year.

## courses

you've got broken ribs. This was a technique Sam developed as the result of a terrible sun-tan lotion accident during the Singlehanded TransPac a couple of years back.

The fee for the class is \$95 for Oceanic Society members and \$105 for non-members.

For those students who have successfully completed a beginning class in celestial navigation, Sam and the Oceanic Society will be offering a class in Practical Celestial Navigation from 0800 on April 19th until 2000 on the 20th. In this class Sam takes you out on his Cal 39, *Catch the Wind*, all weekend, and from onboard you take and work out all your various sights. The fee for this class is \$150, but food is included.

For further information on these classes, call the Oceanic Society at 441-5970.

## challenge — cont'd

Original impetus for the 50-mile Farallon Challenge arose through Shimon's ongoing participation in Werner Erhard and Associates (it used to be called EST) seminars. "One of the exercises involved choosing an impossible, unthinkable project and then figuring out how to accomplish it," he says. "I've fantasized for years about boardsailing to the Farallones, and as I was working out the details of a hypothetical expedition I said, 'Hey, why not?'"

Additional motivation came from an unexpected quarter, Shimon's work with the Hunger Project. "The more I got into actually planning the trip, the more I realized that people were taking the same 'It's impossible' attitude that they did toward the Hunger Project.

"So I decided to combine the two. I'd raised money for the Project through sailing before, in the Finn Nationals and in two Big Boat Series, but it was never more than \$1,000. This time, I'd like to really go for it."

Through donations of money and equipment, Shimon's goal is to raise \$15,000 for the nonprofit charity by doing the crossing. Support has so far come from several quarters, including Aitken, a Gardena sailboard manufacturer that has donated a new longboard to the endeavor; and Hotline, which has donated a wetsuit. He hopes other manufacturers will come in with mast/sail combinations for light, heavy and medium air, and other needed gear. After the trip, all equipment will be auctioned off; all funds going to the Hunger Project. All monetary contributions go directly to the Project and will



In training for the Challenge.

not be used to finance the expedition.

At this point, several other boardsailors have expressed interest in joining the expedition, including Bard Chrisman, Diane Green, Catherine "Catt" Betts, Bob Hennessey and Jonathan Livingston, all accomplished boardsailors in their own right. They'll each need at least one high-speed ocean-going support boat and crew (including doctor and knowledgeable sailboarder if possible) for the expedition. Those interested in making donations, or in more information on the challenge itself can contact Shimon at 881 Haight St., San Francisco, CA 94117; 552-2508.



# SIGHTINGS

## the popo & the pompous ass

Considering the heated exchange of written insults that had passed between Merl Petersen, successor to the title of President of the Pacific Ocean, or, the Popo, and Peter Sutter, ("I never met him," wrote Petersen, "but I heard he's a pompous ass"), one could well expect bloodshed should they ever meet. So with some misgivings I accompanied Sutter along the docks of Ala Wai Harbor in Honolulu to where Petersen berths his recently much-maligned schooner *Viveka*.

Sutter, finding the pleasant-looking, bearded, paint-splattered, dust-covered busy owner aboard, held out his hand and said, "I'm Peter Sutter and I owe you an apology even though I still think your bowsprit hung in the water."

Petersen straightened, looked Sutter over, took the proffered hand and said, "It was not; she was never anchored out in Sausalito except once in a while near the Trident and you can ask Ron MacAnnan."

cont'd on next sightings page

## to nino or

As if things haven't been bad enough this winter, several scientists came out last month with the prediction that another El Nino condition may be upon us as early as October of this year.

You remember El Nino. It's the weather phenomenon that in '82-'83 created widespread drought, flooding, fire, famine — real seven-plagues of Egypt type stuff — over practically the whole world. (19th century Peruvian fishermen named the condition after the Christ child because it always came through to kill off the schools of anchovy around Christmas. Charming.) Locally, the last El Nino caused the worst flooding





## not to nino

Northern California had seen in more than a decade — until this year anyway. One ominous observation held that the weather situation in the North Pacific this year is very similar to the conditions there the year before the development of the last El Nino. Dum-da-dum-dum.

But don't start building your ark yet. The latest predictions are hardly a consensus among weather experts. In fact, you'd be hard put to find two experts who even agree on what El Nino is, much less whether another one is brewing or not. Some say we're in the middle of one right now! For the

cont'd on next sightings page

## popo — cont'd

And that was the end of the War.

After a tour of the nearly refurbished *Viveka* — handsomely finished, fine detailed woodwork, roomy staterooms, comfortable main and cabin and galley with microwave, a washer-dryer, new teak decks, topsides sanded to satin and the much-discussed bowsprit now indeed off and gleaming with new varnish — the Popo and the pompous ass marched off chattering like magpies about yachts and sails and rigging, old timers on San Francisco Bay and J-boat racing to the Hawaii Yacht Club, where Petersen popped for dinner.

As for acknowledging or arguing about Merl's role as the Popo, the guys were so busy talking boat-talk and mutual cruise destinations that they never even got around to discussing it.

— annie sutter

## bayside amcup festival

In case you missed the announcement last month, or the 12-Meter doings in Sausalito the last weekend of March, put on your party shoes, Mama, cause the best is yet to come.

On Friday, Saturday and Sunday, the 4th, 5th and 6th of April, the Encinal YC is scheduling the Bayside America's Cup Festival, the biggest fundraising bash to date for the Golden Gate Challenge, San Francisco's effort to get the Auld Mug back from those cocky kangaroo kickers down under. At the risk of sounding redundant, the schedule of events looks something like this:

**Friday, April 4**

1200 — Business lunch, EYC. Reservations required, 865-1303.

1300-1630 — Concours D'Elegance exhibition of classic wooden Chris Crafts; arrival of 12-Meters *USA*, *Canada I* and *Heart of America*.

1700 — Commodore's Cocktail Reception; \$25 per person (tax deductible), RSVP 522-3272 or 769-6190.

1800 — EYC dining room opens for regular service. Reservations required, 865-1303.

Sunset — Fireworks on Estuary.

**Saturday, April 5**

0900 — Estuary festivities begin: rowing shell races; whale boat races; water ski demonstrations; offshore racing motor boats.

0930 — Dining room opens. Reservations required.

1130 — Wine tasting (\$5 per person, tax deductible); pre-race ceremony and skipper's meeting.

1200 — Dining room opens for lunch. Reservations required.

1230 — Oyster bar begins serving.

1300 — Race No. 1 between *USA*, *Canada I* and *Heart of America* in the Estuary.

1430 — Race No. 2.

1730 — America's Cup Ball; \$100 per person (tax deductible), RSVP 522-3272 or 769-6190.

2100 to whenever — 12-Meter crews visit various waterfront restaurants.

Sunset — Fireworks on Estuary.

**Sunday, April 6**

0900 — Estuary festivities begin: outrigger canoe race; classic motorboat parade; mini 12-Meter race between the mayors of Oakland, San Francisco, Alameda and San Leandro.

0930 — Dining Room opens for breakfast. Reservations required.

1130 — Wine tasting, once again \$5 and once again tax deductible.

1200 — Dining room opens for lunch. Reservations required.

1230 — Oyster bar begins serving.

1330 — 12-Meter Race No. 3.

1430 — Race No. 4.

1600 — Trophy presentation.

cont'd on next sightings page



# SIGHTINGS

## amcup — cont'd

1800 — Dining room opens. Reservations required.

The above-named festivities are open to the general public; you need not be a Encinal YC member to attend. Remember to make reservations if you want to eat. Other don't-forgets — your camera, comfy shoes and the credo of the true good-time animal: "If I don't die by Thursday, I'll be roaring Friday night." For more information on any of the above, call 522-0106.

The last thing you shouldn't forget is that the Bayside Festival is not the only fundraiser happening the weekend of April 4 through 6. The Island YC (off which the leeward mark will lie) is having an open house both days, and a \$7 barbeque steak dinner for all comers on Saturday evening. In addition, they're going to be selling \$10 raffle tickets all day Saturday. The prize: a ride aboard *USA* during one of the Sunday races. Raffle tickets will be available both at the IYC and from roving club members who plan to hit about every business on the Estuary on April 5. The drawing will be made Saturday night. The winner need not be present, just reachable before the next morning.

See you there!

## opening day 1986

For some reason, decorated boat parades have not been as big a thing in Northern California as they are in Southern California. But this year's opening Day may change all that.

This year, PICYA (Pacific Inter-Club Yacht Association) organizers are fortunate to have two themes. One is built in — the America's Cup; the other was won through negotiation — "Disneyland Fantasea". They combined the two to form "Disneyland Fantasea salutes the America's Cup."

Lots is happening on April 27 — both organized and unorganized. Before we go into the organized schedule of events, we'd like to once again request that all celebrants do their thing in a safe and responsible manner. Have a good time on Opening Day the way you want, but respect the right of others to do the same. If you want to throw water balloons, great, just do it in an area where everyone else is doing it (Ayala Cove was one such area last year) and don't attack innocent passersby. If you're going to take part in the more organized activities, that's great, too, but don't badmouth the ballooners; just stay clear of them.

The Blessing of the fleet gets underway at 9:30. All blessees should transit Raccoon Strait from east to west, staying to the north of the Navy ship. Catholic, Jewish and Protestant faiths will be represented. Participants may obtain a scroll signifying the event by contacting the Corinthian YC.

Between 9:45 and 10:30, decorated vessels will gather off Crissy. Look for the tallship *Californian* which will lead the decorated boat parade. Undecorated sailboats wishing to take part in the parade of sail should gather off Yellow Bluff. Look for Richard Auger's *Skye*, a 33-ft Norwest sloop, that parade's lead boat. The parade of decorated boats starts down the Cityfront at 10:30. The parade of sail follows the parade of (nondecorated) power(boats) down the Cityfront at about 11:45. San Francisco and Oakland fireboats will signal the start of the latter two fleets by pumping water into the air. The dispersal area for all fleets is Pier 45.

The area from Ft. Point to about Aquatic Park and out halfway to Alcatraz will be a restricted zone from about 9:00 to 2 p.m. That means that only Opening Day participants and commercial and emergency traffic should use the area during those hours. Spectating boats that get too close will probably be shooed away by patrol craft.

Disney will take part in festivities this year by bringing several characters north for the parade. Look for Captain Hook and Mr. Smee on board *Californian*, right under the specially-designed logo sewn to her sail. Mickey and maybe one or two other characters (gee, we hope it's Donald) will probably be aboard the Coast Guard Cutter *Midgett*. Disney organizers are also trying to tie some sort of goodwill gesture in with the event, possibly by having some hospital-bound kids aboard the cutter for the day.

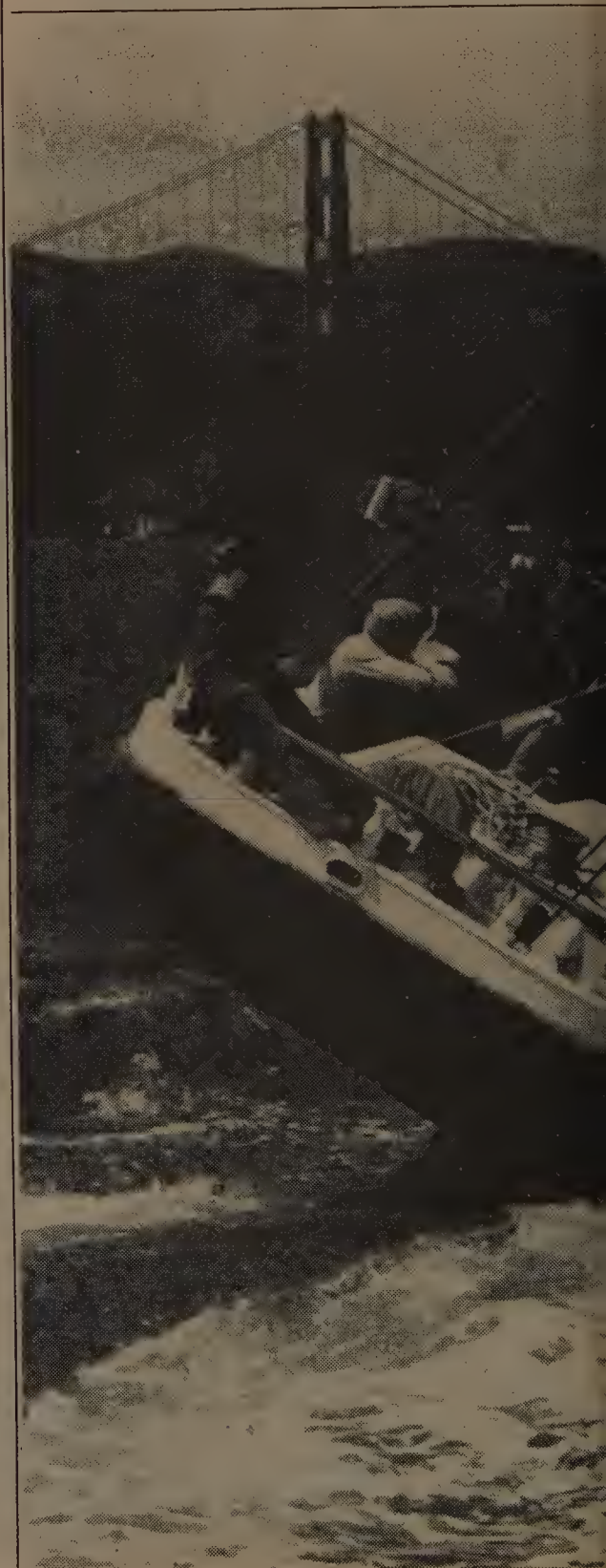
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## the question

record, there does seem to be a warming trend in the Pacific waters off South America; and there do seem to be changes in air pressure and weakening of the tradewinds in the South Pacific — all precursors to the last El Nino. However, these con-

## in memoriam

Builder of *Spike Africa*. Superb sailor of





**— cont'd**

ditions have not yet been accompanied by changes in sea level or the other indicators needed for a "Southern oscillation," the atmospheric seesaw condition that launches El Nino. What it all boils down to is that we're just going to have to wait and see.

**bob sloane**

the Pacific. Great guy.

**opening day — cont'd**

Disney will also augment the PICYA awards by giving a prize of their own, a trip for eight to Disneyland to the club with the best overall entry. "We're hoping this will offer more incentive for yacht clubs to participate," says Disney spokesman Ronny Rubin. The PICYA awards are for best decorated boat overall, sail and power; best sail (first, second and third); best power (first, second and third); best boat jointly decorated by members of a yacht club or boating group, sail or power; and the Claude H. Benham Memorial Attendance Trophy, a perpetual awarded since 1939 to the yacht club having the highest score in the parade.

Interpretations of the Disney theme — the main theme for the decorated boat parade — are open to individual interpretation. Originality and confor-

cont'd on next sightings page





# SIGHTINGS

## opening day — cont'd

mance to theme are the most important ingredients. If you need any hints, just think of any of the various Disney slogans: "Happiest place on earth", "Children of all ages", "Main Street USA", "Wish upon a star" — you get the idea. Entry deadline is April 14, so if you're going to take part, get on the stick. Entries can be had by contacting Vice Commodore Dedrick Denison, P.O. Box 4699, Modesto, CA 95352 or by calling (209) 957-1256.

## disney boats

Speaking of Disney and boats, did you know that Disneyland is, ahem, one of the more formidable maritime powers in the world? Last year alone, more than 30 million travelers booked passage on the 215 vessels in the (Anaheim) Disneyland fleet. That's approximately 100 times the amount of voyagers who boarded all ships leaving U.S. Ports during the same period. In the number of "registered" vessels, Disneyland places 18th — between Brazil and India — in the lineup of maritime nations.

And you couldn't ask for a more diversified flotilla. Disney's fleet includes the full rigged *Columbia* (recreated by Disney engineers from drawings of the first American sailing ship to circumnavigate), the sternwheeler *Mark Twain*, six Davy Crockett birchbark (well, fiberglass) canoes, 14 Jungle Ride safari boats, 40 motor launches, four rafts, a couple of keelboats (the river rat kind), eight submarines, 72 "Small World" craft, 50 Mississippi delta bateaux and 14 Dutch Canal boats. And that doesn't even count the little galleons you sail through the stars on the Peter Pan ride.

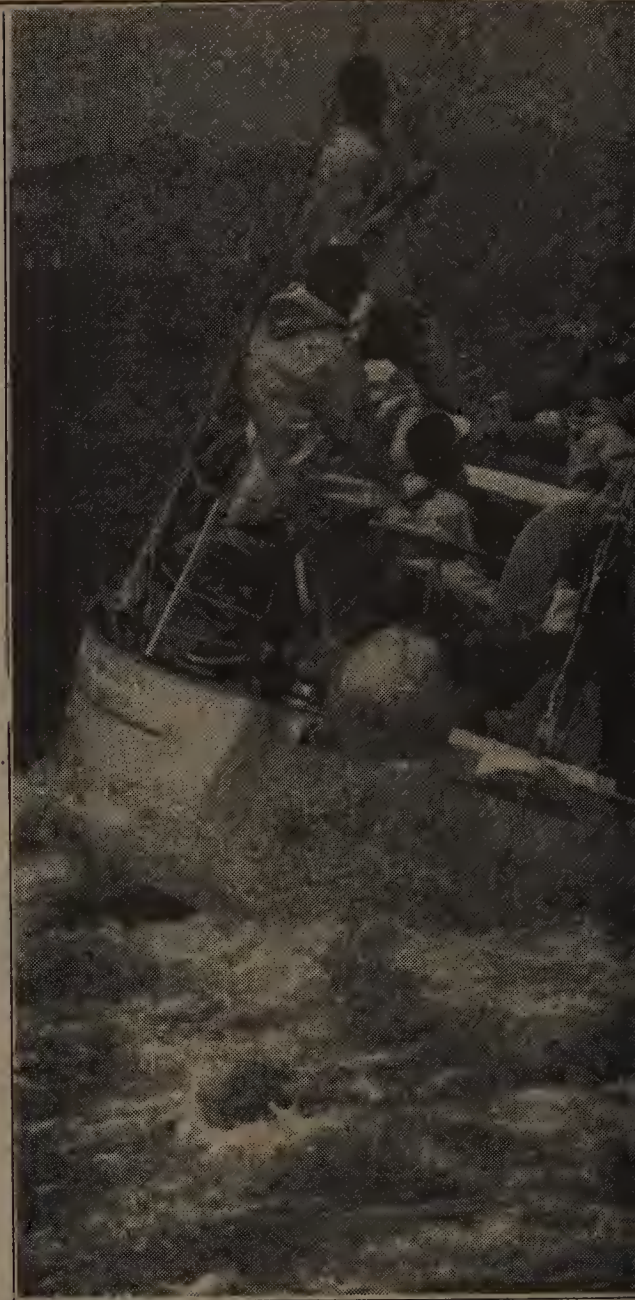
The Mississippi bateaux are our favorite. They're the flat-bottom boats that take you through the Pirates of the Caribbean attraction. Our favorite used to be the jungle ride, but we're too mature anymore to really believe that charging hippo stuff. It's much better to be caught in the crossfire between the pirate ship and the fort.

Disney uses about 5,000 gallons of resin and who knows how many yards of fiberglass every year to keep everything watertight. Eleven men are assigned full time to sweeping down and keeping clean the larger vessels, and all vessels are frequently hauled, scraped and painted in the park's various drydocks. The waterways also require constant care. Disneyland's seven major bodies of water contain 18.5 million gallons of water, none of which is salt and all of which is kept filtered and treated to keep it free of bacteria and other foreign matter.

## other opening days around the bay

Opening Day is a tradition limited neither to San Francisco or California. There are Opening Days happening all along the West Coast from San Diego to Alaska, and undoubtedly lots more back east. Other pertinent local dates are April 19 and 20 for Opening Day festivities in the North and South Bay, respectively. Up Delta way, the Benicia YC and Benicia Marina will co-sponsor Opening Day on Carquinez Strait on Saturday, April 19. The theme for this year is "Welcome Marine World", and more than double the 40-boat turnout of last year is expected. Shoreside activities include an arts and crafts show, band entertainment, a boat show, barbeque and late afternoon street dance. Be sure to compliment the Benicia YC folks on their spiffy new clubhouse while you're there. It's been a long time in coming. For more on Opening Day up Delta way, call Veronica Tipton at (707) 745-2841.

The next day, April 20, South Bay Boaters will come out of their winter hibernation to enjoy their own blessing of the fleet, boat parade, rowing contests and other assorted special events. The theme of this event, sponsored by the Sequoia YC, is "Halley's Comet Salutes the Statue of Liberty". *Californian* will also be on hand to help celebrate this Opening Day. For more on the South Bay Opening Day, call (408) 434-0444.



## master

If by some unfortunate circumstance we were allowed to be out on the Bay only one weekend a year, and we had our choice of which one, we'd probably pick May 24 and 25, the weekend of the Master Mariners Regatta.

The reasons for this are many, varied and probably too cerebral to go into right here without a trained psychologist present. Suffice it to say that this is one of the more fun and colorful events of the season for both spectators and participants — particularly participants. For many, this is the big sailing weekend of the year for their old woodie, and the big social weekend of the year for them. You can be sure these folks wring the festivities for all they're worth.

For the rest of us, it's a parade of sail you have to see to appreciate. Heck, you just have to see it, period. To be a Master Mariner, your boat has to have been built prior to World War II, and there's a little bit of everything out there for the regatta — gaff cutters, salty ketches, topsail schooners, lithe yawls. And as you can see from the accompanying photo, not all of them are slugs,



## other opening days — cont'd

If you play your cards right, like the people below did at last year's event, you could hit all the Opening Day events one right after another. Of course, there's no guarantee you'll survive to tell about it. You might O.D. on the O.D.s. (Overdose on the Opening Days — get it? Oh well, it seemed witty at



Playing with a full deck?

the time.) That reminds us of visiting Milwaukee and trying to tour all the breweries in one day. We would have made it, too, if it weren't for all that complimentary beer. But that's another story.

## lake merced sailing club: rip

The Lake Merced Sailing Club, which formed on May 14th, 1951, died this past February 9th, the victim of declining memberships and a 1,000 percent increase in liability insurance costs. Members of the club voted at their annual Commodore's breakfast to disband and sell the club's assets, primarily a couple of workboats and gear for running races, before their existing policy ran out on February 15th. "It was like a Polish funeral," says Bill Woodruff, the final commodore in the club's 35 year history. "Many people were sad and there was a somber atmosphere. But then we decided what the hell, let's party! The celebration became our catharsis."

Such wakes may become more common in the coming years as other clubs get hit by the skyrocketing insurance costs, which some observers are calling "the inflation of the 1980's". Woodruff says they saw the writing on the wall at Lake Merced for more than a year. In 1984, they paid \$150 for shoreside coverage. A year later, that figure doubled. Club officials assumed the fee covered all activities on land (they were part of a group policy sponsored by the U.S. Yacht Racing Union for on-the-water activities), but they were shocked to find out the policy only covered their business meetings. They were totally exposed as far as the launching and retrieval of boats in the hoist area was concerned. In 1986, the only policy they could find would have cost \$3,000, yet their entire annual budget is less than \$1,000! Their only alternative was to shut down.

Founded by sailors who were sailing on the lake in the early 1950's, the Lake Merced Sailing Club was never a powerhouse yacht club. It did, however, eventually attain a membership of 200. In 1959, the city built a recreation center next to the lake, and the club obtained free use of a storage area for boats. Several active fleets including the Zephyrs, El Toros and Snipes competed there often, and the club traditionally hosted the first Small Boat Racing Association regatta of the year. More than a few talented juniors grew up on the lake, including 12 Meter and Star sailor Paul Cayard and the Minkwitz kids, John, Peter, Andrew and Harriet.

Woodruff also points out that the insurance bugaboo wasn't the only nail in

cont'd on next sightings page

## mariners

either.

Actually, we ran this photo of *Jinker* at the last Master Mariners (and the inset photo taken a few weeks ago) for another reason: they're not going to make the Master Mariners this year 'cause they're off cruising in Mexico, the lucky devils. A tireless organizer of many Master Mariner events over the last three years, vice commodore John Walters and *Jinker* will be missed — although a few Mariners in the "Marconi Two" Division will probably not miss her as bad on race day.

MMBAer's will also miss seeing Sue Abbot's old *Suds* out there this year. Sue, famous for racing with all-woman crews, has taken the 1939 marconi cutter up to its new sailing ground, Washington's San Juan Islands. All of which goes to prove that old Master Mariners never die, they just go cruising.

We'll have more on the Master Mariners Regatta in the next issue, including some good spots to watch from shore for you armchair sailors.



## rip — cont'd

the club's coffin. The average age of members, which started out being between 25 and 30, had progressed past 50 in recent years. Active membership had dwindled to about 50 people. And the city of San Francisco, which owns the land around the lake, changed their attitude about the boathouse. "They used to consider this a recreational facility for use by the people of San Francisco," says Woodruff, "but in 1982, they decided to turn it into a profit center." The city started charging rent for storage and the areas where the club members used to meet was leased to developers. This change angered many old time club members. The club's presence at the lake diminished, and the insurance problems finished them off.

Boats can still be stored for a fee in the boathouse, according to Bill, who keeps his Pelican at the lake. The Dolphin and South End rowing clubs have held on to their areas, and have managed to overcome the insurance hurdle. And you can still launch your boat on the lake for a nominal fee. But as far as organized activity goes, it's no longer happening on Lake Merced. It's kind of scary, but that's the truth. And this may be only the first club to go down for the count. "I predict a wholesale slaughter due to insurance costs," says Woodruff.

## looking for lost stanford souls

The Stanford Sailing Program is holding a sailing reunion regatta on May 24 and 25. There will be racing and cruising out of four locations on the campus and Bay.

In addition, on Saturday evening there will be a banquet at Roble Gym courtyard. After the banquet, an adjacent hall will feature a 20-piece dance band.

The reunion is open to all those who were even involved or interested in the Stanford Sailing Program.

The problem for the reunion organizers is that it's difficult to get in touch with everyone — in fact it's even hard to know who to contact. This is because prior to 1965 numerous people simply declared their affiliation and sailed for Stanford. And even once the Stanford Sailing Association was formed, no formal membership records were kept for years. Furthermore, many later records were lost during a move. Thus the search for 'lost souls'.

Jacob van Heeckeren, regatta chair, notes that what eventually become the Stanford Sailing Program has developed into the largest approved student activity on campus — as well as the most popular Physical Education course. Over 10,000 students have been involved in Stanford sailing.

If you were any part of this tradition, you're urged to not only be a part of the reunion regatta, but to get the word out to other Stanford sailors.

For complete details on the event, phone (415) 723-2811. Then get ready for fun!

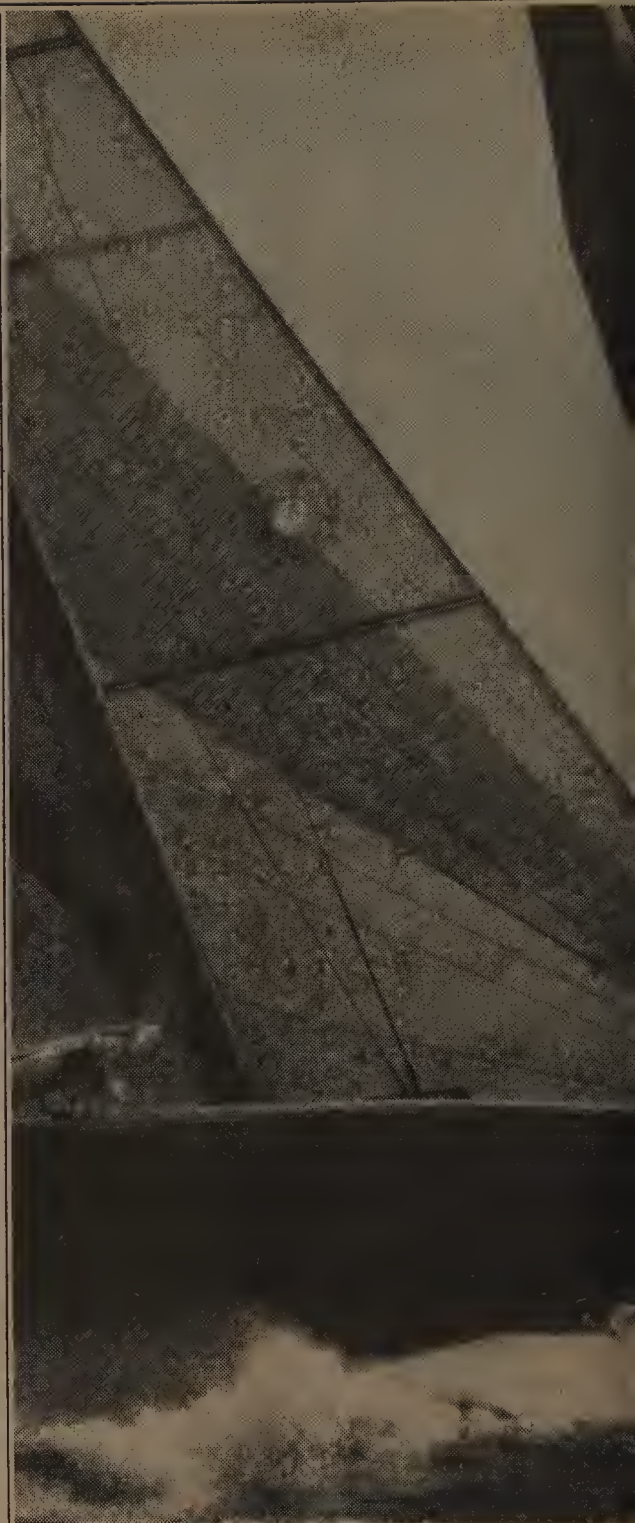
## open letter to commander dickerson

I read recently that there is a proposal for regulation of use of Richardson Bay to be turned over to local government. I oppose this move as it will reduce the public's opportunity to use this unique body of water. I believe this will happen because:

1. The local governments who will control the regulation of Richardson Bay will not be sensitive to needs of general public who sail into this Bay, but only the special interest of their direct constituency. Use of Richardson Bay should be regulated to optimize its use by all citizens, not just those prosperous and fortunate enough to live in those affluent Bay front communities. It is highly unlikely these local governments will not consider the needs of the general public when regulating use of the Bay.

2. Local government control will be biased toward keeping outsiders "out" and not encouraging sound use of Richardson Bay. I believe this bias has been proven to date by the fact these governments, inspite of having miles of

cont'd on next sightings page



## crew list

What's faster than a bullet, mightier than a speeding locomotive, able to leap tall buildings in a single bound and guaranteed not to rust, bust, corrode or wrinkle around the edges? The Crew List Parties, of course!

If you signed up, your name will have appeared in either this issue under the "Cruising/Daysailing Crew List," or in last month's mag under the "Racing Crew List". And you get in to either one or both Crew List parties for free. If you didn't get onto either list, or if you've "just tuned in," so to speak, here's a recap. The Crew List Parties are designed to get people who need crew together with people who want to crew, for either racing, daysailing or local or long-distance cruising.

Everyone is welcome, but if you aren't on either Crew List (you'll have to point your name out at the door), we'll charge you \$5



## open letter — cont'd

Bay front, provide no transient docks, public dinghy or docking facility. There has been no sign that this "visitor go home" attitude will change. It is likely this bias will be implemented in the form of regulation whose purpose will be to discourage enjoyment and use of the Bay by non-locals.

3. Richardson Bay has been a general anchorage for over 100 years. There seems to be few problems with the present arrangement that could not be solved through current regulatory methods. "If it isn't broken, don't fix it."

4. The local government's plan to impose regulations on use of the Bay which are overly restrictive and offer the public few benefits in return. It is unclear what problem these new laws are trying to solve — other than to keep people from using the Bay. Has there been a cost/benefit analysis on these new laws to prove their need?

5. These new regulations go counter to policy of federal government to encourage the reduction of regulations.

6. The local governments involved have no experience or knowledge of marine laws or needs. Regulation to assure proper use of Richardson Bay can be done in a much more sound, experienced, and cost-effective manner by the Coast Guard, which has experience in such matters.

Before you turn over regulation of the Richardson Bay to local government, I believe you should look at what happened in Chicago when the Coast Guard turned the downtown Monroe Street Harbor over to the Chicago Park District. This was done in the mid-1970's. The change was made in spite of the Coast Guard receiving 750 letters opposed to this change, and fewer than 30 in favor (there are about 1000 boats in the harbor on mooring cans).

History has proven that the public interest suffered as a result of this Coast Guard decision in Chicago. During the past years:

1. Part of the harbor has been filled in to straighten the curve on Lake Shore Drive.

2. Mooring Fees have gone from \$75 to \$750+ for a May-October year, with a steep surcharge on top of that for "non-Chicago" boatowners.

3. No new dinghy docks or facilities have been added.

4. Rumors of corruption and bribery in obtaining a mooring have become rampant, in contrast with the "fair and square" dealings in the Coast Guard days.

Clearly, the result of this decision by the Coast Guard did not result in the general public obtaining improved use of Lake Michigan or the Lake Front. Therefore, I believe that it is in the public interest for the Coast Guard to deny control of Richardson Bay to local governments as not being in the public interest.

— alan hirsch, san francisco

## now about these estuary closures

After seeing the announcement in last month's *Sightings*, more than a few boaters called to find out just what was meant by "The Coast Guard will close off the Estuary" during the 12-Meter racing. We checked with both the Coasties and the Encinal and this is what we found out.

At the request of the Encinal YC, the Coast Guard has agreed to restrict part of the Estuary during the 12-Meter racing. The reason for the request is to allow skippers and crews to concentrate on racing instead of dodging freighters, and to allow shoreside spectators an unhampered view of same. Closure times will be as follows:

April 4 — 12 to 2:30 p.m.

April 5 — 1:30 to 4 p.m.

April 6 — 1:30 to 4 p.m.

The restricted area will extend roughly from Jack London Square to Government Island. By "restricted," the CG means that all nonparticipating boats should stay clear. If you want to anchor, that will be okay in designated areas. Keep in mind that these are not actual closures, just restricted areas. Provisions have been made to open up for both commercial shipping and small craft that need to get through.



PHIL UHL

## parties

to get in. We provide munchies — get there early for the guacamole, it goes fast — a slide show of Mexico; T-shirts and visors as long as they last; color-coded name tags for "need crew" and "want to crew" folks; and a congenial atmosphere. The rest is up to you.

There are two Crew List Parties. The first is at the Corinthian YC in Tiburon (at the end of Tiburon Blvd. next to Tiburon Tommie's) on April 9; the second at the Metropolitan YC in Oakland on April 10. (For directions, call the clubs or 383-8200.) Both parties run from 6-9:30 p.m.

Does Dennis Conner come to the Crew List Party looking for crew for his 12's pictured above practicing off Hawaii? You never can tell.



# A DAY IN THE

As the sun attempted to break through a cloudy March afternoon, a million dollars of 12 Meter technology sat at the St. Francis YC dock waiting to go sailing. Assembled onboard were a dozen of the best sailors in the world, including national champions and Olympic gold medal winners. Tom Blackaller, a three time world champion himself, sat on the stern finishing up an interview with KPIX, a local TV station. Idling next to the white hulled USA, the first of two 12's to sail for the Golden Gate Challenge, was the 39-foot tender *Trojan Lady*, an ultra spiffy powerboat with designer plexiglass chairs in the cabin and a microwave oven in the galley. Up on the flying bridge, Jim Taylor, manager of the boat operations for the Challenge, leaned over and addressed Scott Inveen, the USA crewmember who handles electrical problems. "Scott," said Jim, "I need a six inch piece of electrical wire before we can go anywhere."

On such a slender thread could hang the outcome of the 1987 America's Cup. Fourteen challengers are currently preparing themselves to fight it out later this year off the coast of Perth, Australia. The winner will then challenge the Australians, upset winners of the Cup in 1983. The logistics, the technology, the talent and the effort that is

ALL PHOTOS BY SHIMON VAN COLLIE

could spell the difference between defeat and success boggles the mind.

The risks involved in America's Cup racing are well known to the sailors of the St. Francis Golden Gate Challenge. Over a dozen of them are currently training on the Bay, one of three 12 Meter camps operating out of the San Francisco Marina. Also taking advantage of San Francisco's plentiful wind and the opportunity to spar against other official challengers are the *Canada 1* team and Chicago's *Heart of America* challenge. With their boats and tenders at the dock and office trailers and storage containers onshore, the parking lot around the St. Francis YC could be called "Camp America's Cup". If Blackaller and his sailors can capture the Cup next year and bring it to the Bay for the 1990 races, this will be just a precursor to even more 12 Meter activity under the arches of the Golden Gate Bridge.

The Golden Gate Challenge christened their yacht *USA* on February 11. Since then they've been racing and training, as well as working out the bugs on their craft. In mid-March I had the opportunity to spend a day with the crew, an experience highlighted by a wet thrash out into the ocean and a thrilling spinnaker run back into the Gate. Presumably, at least fourteen other groups of young men are spending their days in similar fashion, girding themselves for nautical battle off the western coast of Australia.

A day in the life of the Golden Gate Challenge crew starts early. At 6:30 a.m., members of the crew and support team meet at the Bay Club, one of San Francisco's deluxe health emporiums. Bruce Epke, 29, a blond haired physical specimen nicknamed "The Sheik," led the troops through their paces. Epke was bestowed with his nickname during the 1983 America's Cup campaign when he was a winch grinder aboard *Defender*. "James Whitmore, who was sailing on *Defender*," recounts Epke, "took it from a movie about a group of Australians who were all named Bruce. Their leader was called Sheik Bruce."

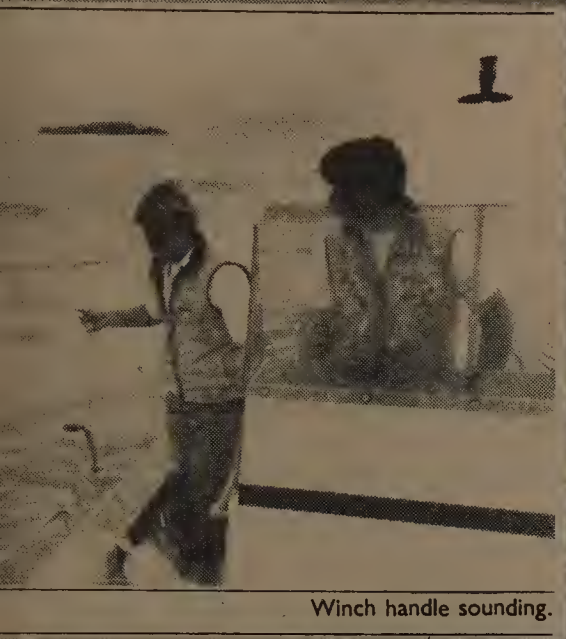
The Sheik's regime starts off with basketball to warm up, followed by muscle training using mechanical devices or plain old calisthenics. (See sidebar.) Wearing t-shirt emblazoned with the USA emblem, winch company logos and momentos from past regattas, the sailors are easy to spot among the regular clientele. For some of them, such as the Sheik and Brad Lewis, 31, a gold



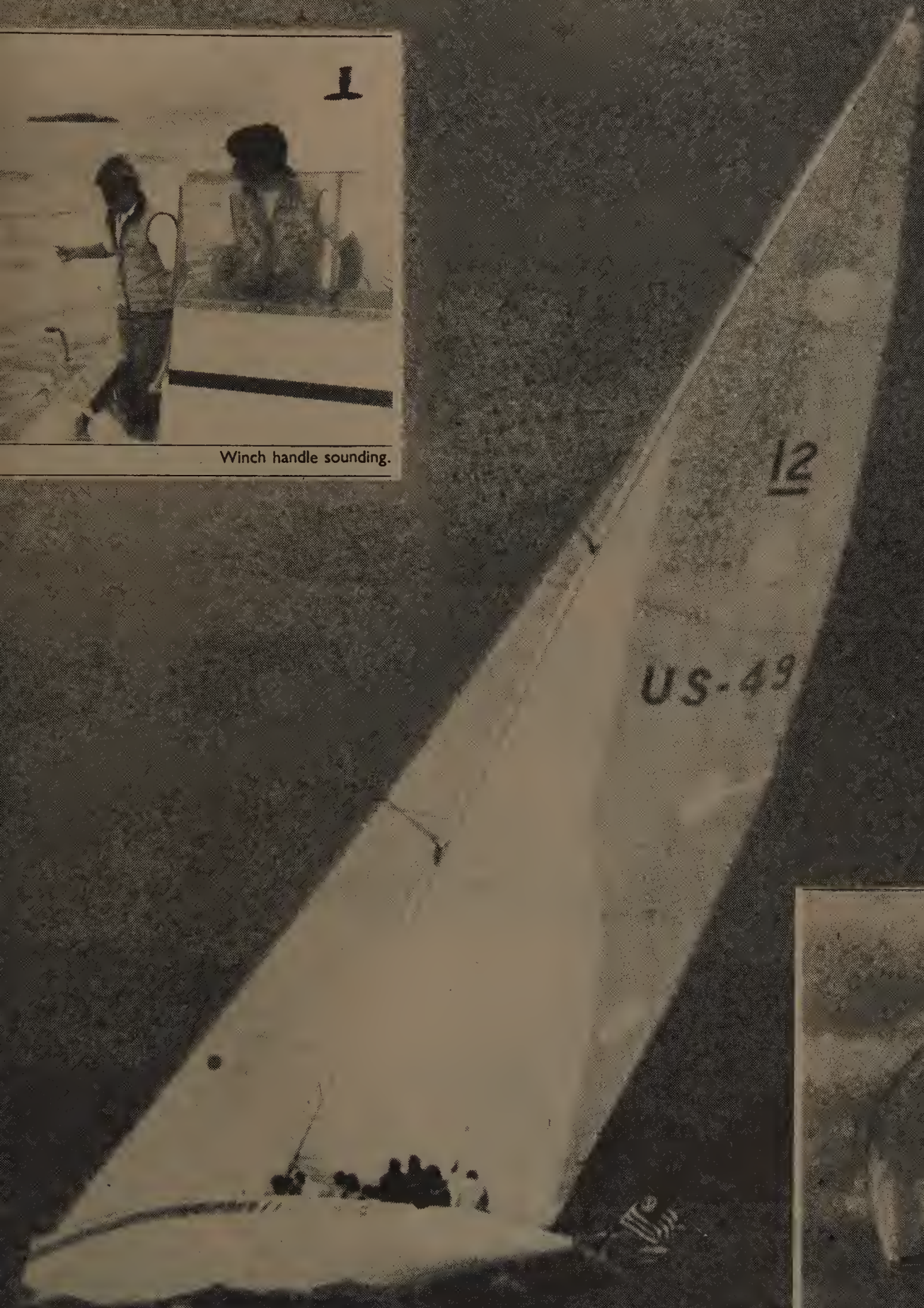
The Challenge crew begins each morning working out at the Bay Club.

being put forth to achieve this honor is staggering. Challenge budgets range from \$10 million to over \$20 million. Some groups have already spent two years in preparation. To consider that a missed windshift, a broken shackle or a six inch piece of wire





Winch handle sounding.



Left, the wet look. Right, the dry look.



# A DAY IN THE

medal rower at the 1984 Olympics, sweating early in the morning appears as natural as breathing. For others, such as Kent Massey, a newly declared ex-smoker, the exertion is more taxing.

Massey and three others in the group, in-

shackle," said Russ Silvestri, holding up a well cooked sausage link. The discussion shifted to what movie to go see later in the

eyed Scott Inveen, 24, talked about being part of an America's Cup effort. Also from Seattle, Scott has been the caretaker for John Buchan's IOR racing yachts for the past three years. Between regattas, he built houses for Buchan's construction company. His entree into the Golden Gate Challenge was a phone call to Tom Blackaller, the skipper and manager. So far he's been grinding and changing headsails, the latter a position he also filled on Buchan's *Glory*. "I've finally found a boat that's big enough so they don't yell at you when you go forward," he said. At 60,000 pounds, a 12 Meter is not nearly as weight sensitive as a 40-foot IOR racer.

One thing that has surprised Scott is the intense media attention the Challenge has been receiving. He remembered when *Glory* led the Southern Ocean Racing Circuit (SORC) in the spring of 1985 and there was considerable press interest. "But that was

Blackaller working with a TV crew. Accommodating the media is a must for a modern 12 Meter campaign.

cluding Marc Cosbey, Phil Kaiko and Ron Bartkowski, are currently part of the support team. They don't have to partake in the physical training, but have elected to anyway. Cosbey was working as a yacht refinisher in San Diego before coming north to help fair and finish *USA*. He and Bartkowski, a well-known Bay Area sailor who took care of Irv Loube's *Bravura*, are responsible for keeping *USA* working and ship shape. Kaiko assisted naval architect Gary Mull in the design of *USA* and is now acting as naval architect for the yacht. And Massey, a former Oklahoman who has been sailing and racing on the Bay since the early 1980's, is helping out on the tender and filling in on the 12 when needed in the hopes of being part of the regular crew when they travel Down Under later this summer.

After showering and cleaning up, the troop reassembled at the St. Francis YC for breakfast in the Starting Line Room. They sat at a single, long table set with linen and silver. The fare included cold cereal, juice, fruit, french toast and sausage. The meal was informal, and the all male banter was reminiscent of a college dorm. "This would make a great fid for popping the spinnaker

week. Someone suggested "9 1/2 Weeks", a love story with sado-masochistic overtones, followed by some fun on the town. "Remember," joked Massey, who bills himself as the team bailbondsman, "if you land in jail, you have only one phone call. Call the pizza shop, order one to go and have them call me!"

(Not all of the crew was present on this day. Absent were Ken Keefe, who is in charge of preparing the Challenge's second 12 Meter, now under construction in New York; Craig Healy, who is attending dental school during the week and sailing on weekends; and Jim Plagenhoef.)

Jim Taylor walked in, his arms loaded with two large boxes filled with clothes for the team to try on. Sponsors are eager to get onboard as the Challenge begins to receive more coverage in the local press. The bar area became the changing room as the sailors tried on shirts and shorts. Seattle's Steve Erickson, 22, a 1984 Gold Medal crew in the Star Class who's built like a fireplug, cavorted around in a pair of white, knee length shorts. Spreading his arms and bending at the knees, he let out a Sumo wrestler's "Haaaiiii!" and everyone laughed.

Back at the breakfast table, blond, blue





# 12 METER LIFE

nothing compared to what we've seen out here," he said. This may just be a warm-up, however, for Perth. Scott is looking forward to going Down Under.

Sharing Inveen's position on the bow is

"They've never lost a lead because they didn't know where to go."

Tom Ducharme, who at 18 is the youngster in the group. A native of San Francisco, Tom passed his high school equivalency test in order to devote all of 1985 to the America's Cup. Shorter than Inveen and a stocky 190 pounds, he has been a regular on

some of the Bay's hottest IOR racers such as *Sidewinder*, *Blade Runner*, *Bull Frog* and *Great Fun*. Earlier this year he worked the bow on *St. Francis IX*, the 6 Meter which won the Australian-American Challenge Cup. His initial day as bowman on *USA* happened to be on a race against the Canadian 12 Meter. "My first maneuver was a tack-jibe-set," he said, "and my second was a take down-jibe-tack. I didn't do everything perfectly, but with practice it will be okay."

Tom and Scott will rotate on the bow. The seabreezes off Fremantle, Australia, are predicted to be steadily over 20 knots. A 12 Meter carries no lifelines, and operating on the pitching foredeck can bruise the best of sailors. At the 12 Meter Worlds, held off Fremantle in February, five crewmen were

'USA' getting the 'Heart of America' in her sights.

thrown overboard among the fourteen competitors. "We're going to get beat up at times," says Ducharme. Given that reality, he doesn't feel he and Scott are competing for the number one spot, but helping each other out. Other members of the crew, such



Half the day is done by the time the main goes up and 'USA' is let free of her tender.

as the grinders, will also be rotating in and out of the boat on alternating days.

The latter part of the morning is spent working on the boat. On this particular day, Steve Erickson and Brad Lewis toiled at threading a sail adjustment line through the boom. Others worked on installing radar equipment on the *Trojan Lady*. Peppered throughout the accompanying conversation was the word technology. "We're going to perform some tender technology today," said Jim Taylor. Like a team slogan, the word was repeated over and over, a fitting moniker, perhaps, for a campaign which will depend heavily on a fast design.

Scott Easom, Tom Ducharme and Russ Silvestri were dispatched for some sounding technology. I was invited to join them, and we buzzed out to Crissy Field aboard the Challenge's runabout. Twelve meters have never sailed on the Bay before and their keels, be they winged or not, extend nine and a half feet down into the Bay. "We're used to boats that only draw six feet or so," says Easom.





# A DAY IN THE

The apparatus used for sounding was definitely low tech: a winch handle tied to a line that was knotted every six feet. It sufficed however, and we worked our way west from the St. Francis YC. The beach dropped off sharply until we reached the nun buoy at

Every maneuver  
creates loud groans  
and screeches . . .

Crissy Field. We then buzzed back to the rocks off the St. Francis and drifted along the breakwater. At one point the line showed only eight feet at a point where they had sailed into the day before. "I guess we should have run aground yesterday!" joked Scott.

Easom, 28, has Bay racing in his blood. His father Bruce and uncle Hank have been one design and handicap racing stalwarts from Marin for more than three decades. Scott has campaigned a variety of craft, from Lasers and Cal 2-27's to J-24's and 8 Meters. His interest in finding how close you could go to the shore in a flood tide had broader implications than just 12 Meter sailing: he was hoping to pick up a few tricks to use in the next City Front regatta. He also vowed to change the rule that requires most fleets to stay outside Anita Rock, the piling a hundred yards off the shore just west of the St. Francis. "Most people run aground when they try and go outside of the marker," he said "because that's the shallowest side. There's plenty of water inside of the mark."

I asked Russ Silvestri, who's one of the sail trimmers for the Challenge, if local knowledge was really playing a role in the racing between *USA* and the other challengers, *Canada 1* and *Heart of America*. "They've never lost a lead because they didn't know where to go," he replied. Russ, 24, gave up his job as a stockbroker to join the campaign, knowing he would regret not taking the opportunity. He has hopes of steering the defender in 1990 if the Golden Gate Challenge wins in 1987.

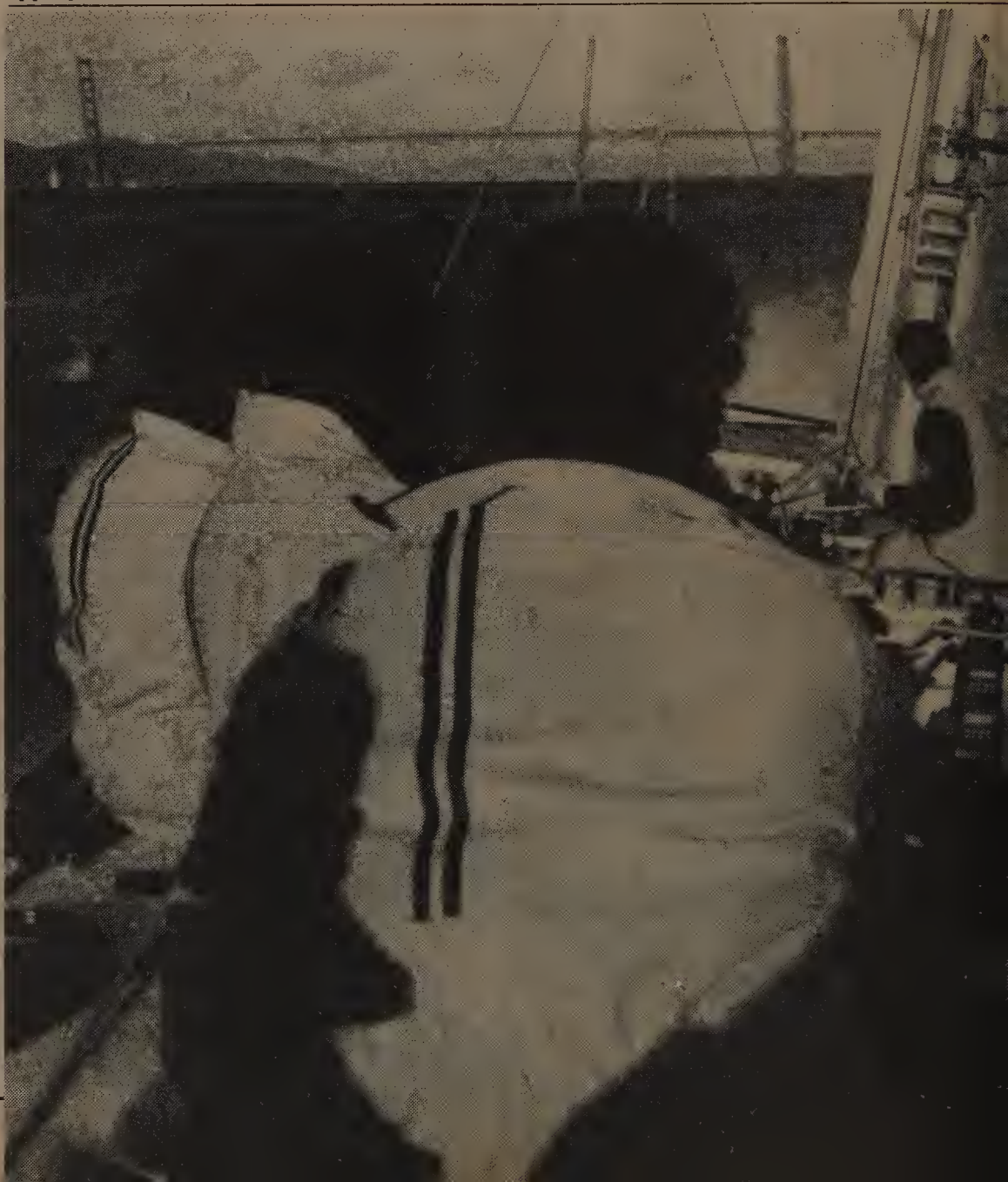
Russ added that they have a long haul before achieving that goal. The Canadian boat actually seems faster at times, although they haven't always made good tactical decisions. *USA* still has some bugs to work out. An early problem was the rudder, which had to be enlarged for better control in heavy winds and seas. They're still working out the

best keel configurations as well — although no one would admit whether or not they had wings.

Back at the dock, preparations for the day's sail were underway. The soundings crew landed and I went ashore for a short break. As I walked back down the dock, I could hear Tom Blackaller talking excitedly from the deck of the tender. "You're going to love it down there," said Bruce Epke, who was running up the gangway to retrieve something onshore. "The bullshit is really flying now." Skipper Blackaller was regaling the crew and everyone else nearby with a description of how he had saved the yacht's mast in a recent race by grabbing the running backstay in the nick of time. "You guys owe me your life!" he guffawed. "*Skipper Rescues Cup Yacht; Crew Thankful*," someone suggested sardonically as the appropriate headline.

Blackaller was accompanied this day by interviewer Doug McConnell and a camera crew from the KPIX show, "Pacific Currents". Perched on the yacht's stern, Tom and Doug chatted on film while the crew bent the main on the boom. Shortly after one p.m., the tender and *USA* pulled away from the dock and headed out. McConnell, his cameraman and an assistant stayed onboard to shoot footage as the main was raised and the spinnaker set for a run down the City Front.

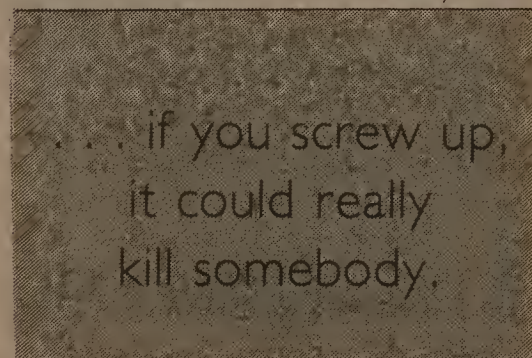
After an hour, Tom and his entourage climbed aboard *Trojan Lady* to be taken ashore. The skipper had pressing duty back at the Challenge office. As the tender steamed back to the St. Francis, Blackaller shared that it was hard to say how fast *USA* really was, in part because they didn't really





waves, I clicked off a picture or two.

Several impressions stand out in my mind of sailing on a 12 Meter. For one, the aluminum hull amplifies sound. Every maneuver creates loud groans and screeches as metal and wire work against each other. Under the deck the hull is bare, which



creates a large sound chamber. Above the deck, the atmosphere is more like an aquarium. A breaking wave washes over the bow, sending a solid wall of water aft to the cockpit. Scott Easom, who's stationed in a small well aft of the mast where he tends to the halyards and the spinnaker pole adjustments, says he is sometimes standing waist deep in water! The port and starboard trimmers have their own little cockpits, which also collect agua amazingly well. Even the aftermost positions at the runners get soaked. Winning the America's Cup may boil down to who has the most efficient pumping system!

In contrast to all the mechanical noise, the crew was rather quiet. Cayard gave commands for upcoming maneuvers, and the headsail trimmer read the boat speed out loud. Other than that, very few words were spoken. These guys are about as good as you can get at the sailing game, and they got that way by action, not words.

We hooked up with *Canada I* for a beat out the Gate, but a 20 degree shift to the northwest disrupted any chances for meaningful feedback. The Canadians turned back while we continued out past Point Bonita. We turned and bore away for a spinnaker set. We started surfing down the rollers, some of which were easily eight to ten feet high. Cayard had the hardest job, horsing the wheel around to keep the stern from kicking out to leeward when a wave passed under our quarter.

At 60,000 pounds, a 12 Meter will never plane, but we did get into some surfing technology. At one point, the boat lifted itself up and threw spray all across the bow, creating a mini rainbow as we hurtled down the wave. "That's never been done before," said Cayard, somewhat in awe. "Dennis

know how fast *Canada I* was. Without a benchmark, they were somewhat in the dark.

He also mentioned that they needed a couple more grinders. "What are the qualifications?" I asked. "They should be six foot four inches tall, weigh two hundred and fifty pounds and be in great shape," he replied. Tom suggested that ex-49er Hacksaw Reynolds might be a good candidate, although a bit small. I mentioned that the ex-Raider Ted Hendricks, who crewed on the maxi *Sorcery* during the 1984 Big Boat Series, might fill the bill. "The Stork would grind Hacksaw's little arms right off," Blackaller said, "but then again, maybe he wouldn't!"

We rejoined *USA* back on the Bay. Paul

Cayard was now at the helm. He and Blackaller have been trading duty on the helm, and the one not driving grinds one of the runners and calls tactics. Paul, 25, grew up sailing on San Francisco's Lake Merced and has gone on to become one of the best racing sailors in the world. In 1984 he narrowly missed winning the Olympic Star berth and his presence is requested frequently on the best IOR yachts. Blackaller knows he's not trading anything away with Cayard on the helm.

I requested the opportunity to join the crew for a sail, and Cayard agreed. The Canadians were out too, and the plan was to sail out the Gate and find some Perth-like conditions. A cold westerly filled in and soon we were bouncing out the Gate in a strong ebb tide. I found a niche in the stern, squatting in the hatchway under the decksweeping boom. Between drenchings from the

Paul Cayard, driving 'USA' back toward the Gate, 'as fast as any 12 Meter has gone'.





# A DAY IN THE 12 METER LIFE

Conner may say he's set the world 12 Meter speed record on the Molokai Channel (Conner is practicing in Hawaii), but I think we just went faster." Unfortunately our speedometer broke just before the big ride, so we could only guess it was somewhere over 14 knots.

**T**ired but exhilarated by the sail, the crew dropped the chute and main and transferred to the tender. The shadows were getting long as we pulled up to the St. Francis dock. The mainsail had a small rip in the leech, so the sail was stripped from the boom, folded and hoisted by no less than six crewmembers for a trip up to the parking lot. After a short crew meeting, the team broke and wandered up to the Starting Line room for dinner.

The sun had now set, and the same long table was again set in linen and silver. Overhead a single row of lights illuminated half the room, creating a theatrical effect by highlighting the white table cloth and shiny glasses. Scott Easom was the first to arrive, eager to eat and get home to attend to other

A 12 Meter is not nearly as weight sensitive as a 40-ft IOR racer.

matters. Still dressed in his sailing togs, he tried stretching a bit to loosen up his muscles. Reflecting on the Challenge, he said that everything about the 12 Meter was new and exciting. "And, for the most part," he added, "we all get along. You have to be good to sail one of these things, because if you screw up it could really kill someone else."

By 7:00 p.m., dinner was underway. The choice was between fish and sweetbreads. Joining the troops were the team doctor, Trent Andrews, and the family of Hank Stuart, 27, who trims the headsails opposite Russ Silvestri. Hank is from upstate New

York and has been sailing 12 Meters since 1977. His wife Judith and their two and a half year old son Billy and nine month old daughter Ali have been adopted as the team family. They'll be accompanying the crew to Australia as well, so they, too, are in a sense training for the big push.

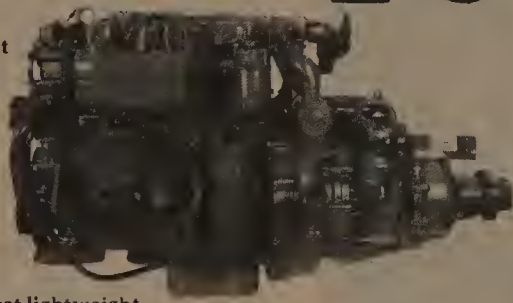
By 7:30, nearly everyone had shoved off into the night. Sunburned and tired, they were heading home to sleep. I last saw Bruce Epke, his eyes red and his body spent, walking down the hallway looking not at all like a sheik, but more like a tired pup headed for his bunk. At 6:30 the next morning, he would be up again leading the troops in exercises, laying the groundwork for the physical demands that will be made seven months down the road. The America's Cup is not a sailing regatta, but a long, grueling campaign. Each phase of it must be mastered in order to produce a competitive boat and crew. "It's a once in a lifetime experience," says Hank Stuart, "that comes along every three years." For the members of the St. Francis Golden Gate Challenge, the time is now.

— shimon van collie

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# SALMON FROM

Since running the story on fishing from a sailboat in our April '85 issue, we've found that there's more interest in the subject than we first thought. To be more definitive this time, we narrowed the focus to one type of fish and turned to sailor and salmon fisherman Al Fricke of San Mateo. Here are some inside tips for hooking this popular game fish from someone who knows what he's talking about.

I frequently fish from my Catalina 38, sometimes with great success. Out of eight trips after salmon last year, we limited out five times and were skunked only once. (That's me in the photo with a 40-pounder caught last summer. Do I look like I'm having fun or what?) I'll confine my comments to salmon fishing, as last year was the best in a decade, and the season just opened February 15.

**Equipment** — You need a fishing license, medium weight poles with 20 to 30-lb test line, and reels such as the Penn Jigmaster. The "Rotary Salmon Killer" hook and bait-holding device is a recent invention and is both effective and much easier than the old harness devices: Get a few for each rod. Also get a good supply of 1 or 1½-lb weights (not 3-pounders; they're hard to use and only for party boats to keep 20 lines from getting tangled). You'll also need at least one of each of the following for each rod: large size flasher or attractor; sinker release; and — firmly attached to the boat — rod holder and safety line. Finally, you need a large, soft net with a collapsible handle. Gaffs don't work on soft salmon meat and, I think, are illegal. Bait shop people are glad to sell you the necessary equipment and help you get set up right. To insure freshness, put off buying the several bags of large, good-looking frozen anchovies until you're ready to leave.

Make sure you get all of your tackle assembled and ready to go before you get to the Golden Gate, because trying to tie monofilament in ocean swell is not only hard, but sure to produce mal de mar. As part of that preparation, be sure to crimp off the barbs on the hooks with a pair of pliers. They are illegal for salmon, and the barbless hooks make it easier to release undersize fish.

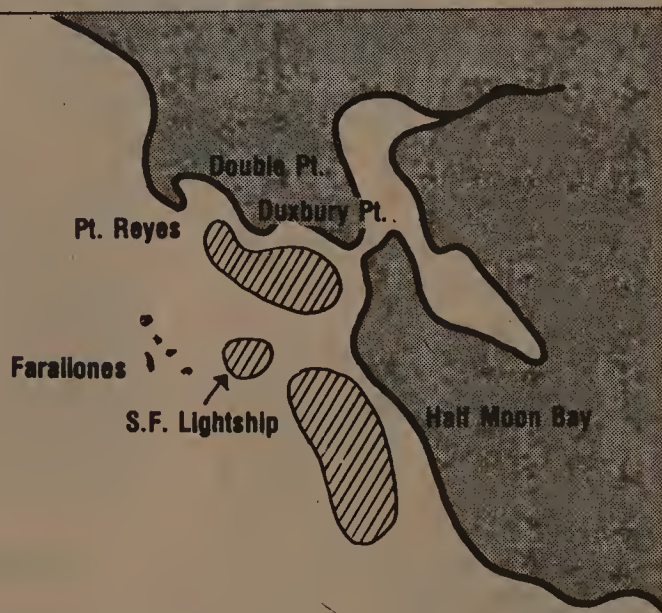
**Finding the Fish** — Thursday's *Chronicle* Sports page tells how the fishing has been, where fish are being caught and gives phone numbers to call for information. I call several baitshops the day before I go out, and simply ask where "the fleet" is fishing that day. If they are too vague, press them until you are sure of the location. I usually try to go where

the fleet is going, not because I like the company of other fishermen, but because they usually have the best idea of where the fish are.

**Getting There** — You have to go early. We usually go to Ayala Cove the night before, then head out the Gate about 4:30 a.m. in the anticipated direction of the fleet. At sunup, we watch for the party boats behind us. As they catch up, we can usually tell where they're headed and alter course if we need to. They pass us by, but then slow down and begin fishing, and so do we.

Several times, we have had our limits and been on the way back before the fleet even arrived. A great expedition is to catch

1.8 to 2 knots, with 25 to 35 "pulls" of line out. 4) Keep your cockpit clear of junk. 5) Have your net handy. 6) When you catch one, reel in one of the other rods so that only one extraneous line is in the water. 7) With a fish on, slow the boat down to almost zero, circle slowly to keep the fish always on one side of the boat. 8) Keep some tension at all times on the line, but bring the fish in very slowly with a loose drag, so that it can take line any time it wants. 9) Don't bring the fish close to the boat until it is really tired and you can get it to lie on its side. The reason for this



Shaded areas indicate some of the more popular salmon areas last year.

enough salmon for dinner and head on up to Drakes Bay. The next morning, get an early start for the return trip, head back through the salmon area, perhaps trying some new places that are too far away for the fleet (like Double Point). Catch your limits (two per license, 20-inch minimum) and lay some fresh salmon on your friends at home.

**Fishing from a Sailboat** — Sailboats are miserable to fish from. There is too little space, you need shin guards, there are too many things to get snarled up on, and they are not very maneuverable. Here's how we do it: 1) Fish with no more than three lines out at once; one on each side and one from the stern. 2) Always keep the boat into or with the swell or the motion can be horrendous. 3) You have to be motoring. We use our Autohelm most of the time. We troll at



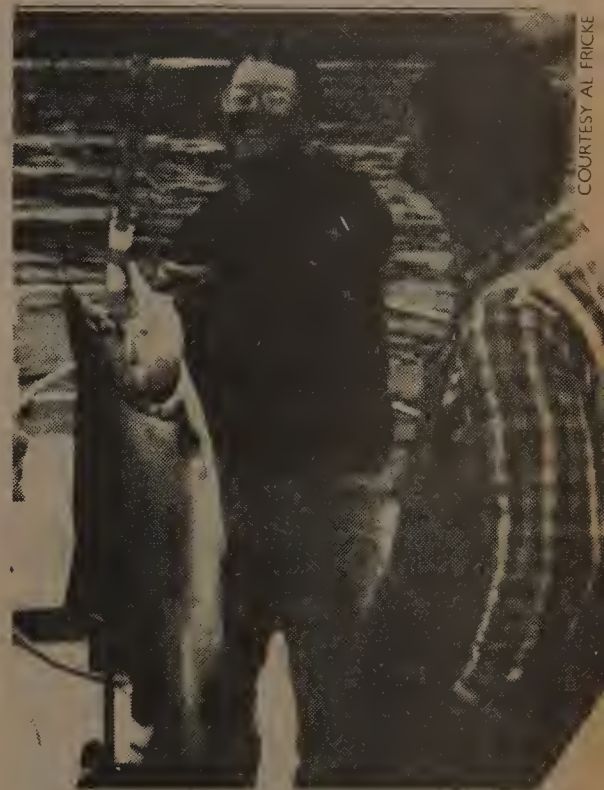


# A SAILBOAT

is that if the fish makes a run close to the boat, it can go under the boat, and you will lose it. 10) Tell your net man to get it on the first attempt or you will keelhaul him/her. The net should never hit the line. Once in the net, hold the handle straight up, thus folding the fish in the net and pull up. This also keeps the handle from breaking. 11) Scream and yell once you have the fish in the cockpit, then bash the salmon on the head with a winch handle. 12) Bag the salmon, then wash the cockpit and catch another one. 13) Have a 20-inch stick on

board to measure smaller, questionable-size fish. Try to measure these in or near the water, without touching them. Undersize fish are called "shakers" — you grab the hook and simply shake the fish off, causing as little damage to the mouth as possible.

**Weather** — During the season, which opened February 15 and runs through October, it's frequently calm in the early morning, with a nice breeze filling in for the sail back later in the day. Fog is the biggest problem. An RDF is really important if you don't have



Author and the big one that didn't get away.



the more expensive stuff. Useful beacons are the lightbucket and Pt. Bonita. This year there was great fishing right at the lightbucket. In heavy fog on the way out and back, follow the channel buoys, but stay out of the channel. We have called traffic control (channel 13) to find out about large ships coming in or going out when it's really closed in. In general, in the summer months, expect early low-lying fog with 1/4-mile visibility: You're safe from collision, but need to keep a decent DR. Later in the day, it usually lifts enough to see where you are anyway. It is the thick fog in the spring months that can be a real problem. Obviously you should think twice about going out in those conditions. Don't go out unless you really know what you are doing.

**Cleaning and Cooking** — Salmon are easy to clean compared to other types of fish. Simply wash the slime away, gut and filet. You can "steak" the larger ones — cut them crosswise through the main body — and filet the tail. The tail meat is the tastiest.

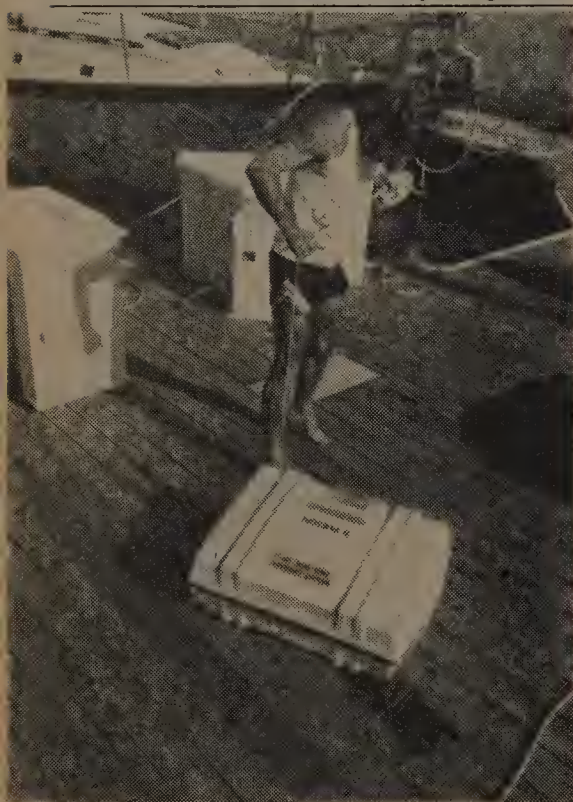
The filets from the smaller fish are the best. We just throw the filets on the grill skin-side down and cover. Do not flip the fish. Overcooking is the worst mistake. Cook between five and ten minutes — no more! Watch for white fluid to bead up on the meat, signaling that it is done. A little lemon, a little seasoning, a little white wine. . . . Nothing could be better.

— al fricke



# CERTIFYING

You know how there are some things in life you'd *really* love to do, but don't dare let yourself? Like pulling a fire



The big tug and . . .

alarm. Like goosing the sexpot who sways past you on the sidewalk. Like starting a food fight in the St. Francis YC dining room. Like pulling the painter on your liferaft.

High-priced shrinks will tell you the problem with continually denying your deep-seated desires is that you become severely frustrated, which can eventually lead to insanity or running for public office. Not wishing to embrace either of those fates, we decided to do one of the no-no's. After agonizing over whether to goose the girl or inflate the liferaft, we chose the latter.

Now the reason you only want to inflate your liferaft in an emergency is that you have to have it repacked again, and that can cost \$200 or so. And even if it's time for the raft

because we figured our raft had already suffered some damage. The situation was that the raft had been sitting in six inches of water for more than a month. We're not about to reveal the embarrassing details of why that had been so, but we will say that few if any raft manufacturers recommend immersion storage. It's something to do with the fact that it's bad for the fabric and survival pack when battery acid leaks all over everything.



. . . "thar she blows!"

Given this state of affairs and a damn the torpedoes attitude, we assembled a small crowd to watch. Naturally the big question on everybody's mind was whether the thing would fizzle or whether it would inflate like it was supposed to. Afterall, what cruiser

So there was some suspense as we focused our camera for the accompanying shots and gave a neighbor the high sign to yank on the inflation cord. On the first pull of the quoit, our helper nearly fell on his can. He and we now know that there is quite a bit of slack in the line before it becomes taut and begins to pull the pins on the CO2 bottles.

On his second pull, however, we had blast-off. With a Whoosh! of air that stunned half the crowd on the dock, the inflating raft popped the hard cannister open like a chick busting out of an egg. From then on there was a steady rush of air as the raft's two air chambers rapidly inflated. In about 30 seconds they were quite firm. The canopy



The big question on everybody's mind was whether it would fizzle or inflate.

to be re-certified and re-packed, rapid inflation is still not recommended. The reason is that when the raft is inflated with compressed gas, the gas is at a sub-zero temperature and there's always a slight chance that some of the raft fabric may freeze and be damaged.

We were willing to run this risk, however,

hasn't harbored the nagging fear that if he ever really needed his liferaft the damn thing wouldn't inflate? The raft was seven years old, and had been stored on deck with a cover for most of that time. However it had not been certified in almost two years — one year over the recommended time.



# THE LIFERAFT

On the second pull  
we had  
blast-off.

partially inflated, but for some reason didn't stand completely erect. A gentle tap solved that problem.

No doubt about it, we were impressed, for the raft had inflated exactly as advertised. For the record, it's an Avon six-man.

Thirty seconds into launch, the raft is virtually inflated. The canopy needed soft kick to pop up.



The flashlight bag. The light and the batteries were not in functional condition.

After the chambers were totally inflated, the air continued to pour into them and be spilled out the overflow valves. This probably went on for about two minutes. There was absolutely no question that there was plenty of air in the cannisters to inflate the two

chambers of the raft.

Our raft has the inflatable double bottom option, which provides better insulation for the cold ocean water than does the single bottom. We also figure the double bottom might make it a little more difficult for sharks to bite us in the butt. However the floor didn't inflate. We couldn't figure out why until we read the instructions which said you have to inflate it with the pump found in the survival gear package.

At this point we were a little disappointed, for despite being seven years old and a year overdue for certification, our raft looked like



Five minutes later; the raft is in tip-top shape and virtually all the gear checks out. We're impressed.

brand new and operated like a charm. "Ah ha!" we then exclaimed, noting that the tiny light atop the canopy of the raft was not illuminated. But then some wise guy pointed out that it was powered by two salt water batteries, salt water batteries that were lying high and dry on the dock. He plopped them into a bucket of seawater and it was 'let there be light' all over again.

We must say that it's such a dim little light we can't imagine what the heck purpose it might serve. We made a mental note to pack an individual size strobe light in our survival pack the next time we make a long passage.

The fabric ladder on our raft was in good condition and hung down over the side. Such a raft might not be the easiest thing in the world to get aboard, but given the likely strong motivation of the climber, it's certainly do-able.



# CERTIFYING THE LIFERAFT



Once inside the raft, the first thing we noticed was a knife securely tied to the base of the canopy. Slightly rusted, it was sharp and in good condition. It came with a lanyard that a smart person would use to insure the knife wasn't dropped overboard.

The most obvious item inside the raft, however, was the survival package. It was well secured to the floor in two spots. Remarkably enough, virtually all the gear in the survival kit was in good shape, despite the fact the raft had been sitting in water for

We thought the canopy light was broken. Then a wiser person put the salt-water batteries, shown here, in the water. The dim light lit.

at least a month. The only exceptions were the flashlight batteries; they appeared to have gotten wet and leaked. The leaking, however, had been restricted to the inside of the plastic bag they were stored in. The flashlight itself appeared to be in satisfactory condition, although we neglected to test it.

Most of the remaining gear appeared to have gotten slightly damp, but was undamaged. The only exception to this were

the two parachute flares. Heat sealed in plastic bags, they gave every indication of being in perfect shape. The other flares looked as functional, although there were a few drops of moisture on the inside of the plastic bag.

All the gear listed on the outside of the raft was in the raft. The canned water tasted sweet and fresh. The fishing gear was minimal; we'll pack more in our next survival

If you're going  
to have four  
on your boat,  
get a raft  
for six.

pack. The survival instructions were printed on waterproof paper, so while damp they were quite readable.

We've talked to a number of people who've had to take to rafts, and they've all commented unfavorably about the amount of space. We'll say that the Avon Six-Man looked like it would hold six people, but it certainly would not be commodious, even by sailors' standards. We suggest you always buy a raft with the capacity you want plus two. For example, if you're going to have four on your boat, get a raft for six. If you're going to have six on the boat, get an eight man raft.

One more recommendation. If you're very safety conscious and sail offshore a lot here in Northern California and other cold waters, we suggest you carry a wetsuit or survival suit for each member of the crew. If you get into a liferaft in Northern California waters, there's far more chance you'd die of hypothermia than drowning. If you stay afloat and warm, your chances of survival are increased tremendously.

All in all we had a lot of fun inflating our raft — in fact perhaps too much fun. The dark corner of our mind is already concocting a wild plan for the Big Boat Series this fall; a plan in which we go to the St. Francis YC, pull the fire alarms, start a food fight, and goose all the women.

— latitude 38



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# MEXICO GUIDE:

I am getting a little tired of reading all about Cabo, La Paz, Puerto Escondido and all the other spots in the southern part of the Sea of Cortez. Not that there isn't some good cruising down there, but we chose to sail non-stop from Cabo to what we consider



GERRY CUNNINGHAM

'Giocondo', a US Dolphin the author finished himself and used for many years in the Middle Gulf with his family.

to be the greater joys of the 'middle' Sea of Cortez.

What rankles me is the continual flood of propaganda for the southern part without at least equal time for the middle, which after all has far more anchorages and might be considered the west coast's Caribbean. *Latitude 38* readers should be aware of what the middle Sea of Cortez offers — as well as what it lacks. I hope to take care of that with this article.

First, let me define the Middle Gulf. On DMA chart 21008, draw a line from Guaymas across to just below Conception Bay, then another line from Puerto Refugio at the northernmost tip of Isla Angel de la Guarda, across to Cabo Lobos and Puerto Libertad on the mainland. There you have it. In this 500 miles of shoreline there are over 80 good anchorages, 40 of them within 38 miles of the San Carlos Marina. Incidentally, San Carlos is Mexico's oldest, 1962, and largest, 345 slips, full-service marina.

A few months back, you printed a picture of "the La Paz cruising fleet". I count 32 sailboats; probably the rest of the 80 mentioned are out cruising. At last count, October 1985, there were 66 cruising sailboats at anchor at San Carlos, plus 23 in slips and

44 smaller buggers (but still cruising size) in dry storage.

To satisfy the growing demand there is another 450-slip marina under construction in Algodones Bay a few miles north. They already have the hole in the ground and the



The Middle Gulf of the Sea of Cortez, as defined by Gerry Cunningham.

breakwaters. Curbs are laid, water mains and the slab for the offices. Another five years or so — Mexican time — and it should be operational. The Club Med at the other end of the beach has been open for some time. The Middle Gulf is already known to many, but there is plenty of room for more cruising types.

The other irritating point is all the fuss being made about "now you can leave your boat in Mexico". We, and many others, have had a boat in the water in Mexico continuously for the past 24 years. This has always been routine at the San Carlos Marina.

I guess the point is "So what's so great about La Paz?" They are hardly dry behind the ears when it comes to taking care of cruising sailors. The only satisfactory answer I have gotten — at the San Diego kick-off party — was that La Paz is so much closer than San Carlos. True enough, the charts don't lie, it is another 250 miles. But it only took us 3½ days direct from Cabo to San

Carlos in very light winds. I think it's worth it.

There are other advantages. The Middle Gulf is up out of hurricane territory. The San Carlos area is a trailer cruiser's paradise. Not only are the anchorages close together, but the marina is set up for trailer boats as opposed to Puerto Escondido.

You suggested Dix Brow's excellent book as a source of anchorages for a powerboat's gunkholing, but Dix mentions only two of the 40 anchorages within 38 miles of San Carlos. Think what that poor reader will be missing if that is all he has to go by. While still on the subject of cruising guides, it is probably impossible for *ChartGuide* to keep everything up-to-date without a lot of help from their readers. However, let me put in a plug for my own detailed charts of the Mid-





# MIDDLE SEA OF CORTEZ

dle Gulf anchorages, the *San Carlos Cruising Guide*, the *Tide Tables*, and cheapie *Plotting Sheet*.

I drew in the details of these charts while sitting in the anchorage being depicted. The general outlines usually come from Mexican government aerial photos. I, too, have discovered places depicted as anchorages — especially up around Puerto Refugio — with less than two feet of water and other hazards. There is nothing like snorkeling or dinghy rowing with a lead line to get the details. Although even then a few can be missed.

Below, San Carlos from the air. Inset, San Carlos from water level.

Now, what is lacking in the Middle Gulf? Let me get the charter boats off my chest first. Thirty years ago when we traded mountaineering vacations for the seaside, we naively expected to rent a sailboat out of Guaymas (there was no San Carlos at that time). Not only were there no sailboats for rent, there were no sailboats. Somewhere along the line I tried to start a charter service — having solved the requirement that the boats be Mexican built. But the red tape got to me in the end.

Someone has now brought in a fiberglass mold for about a 35-footer, but it sits unused by the Guaymas airport. The marina has permission to import U.S. boats, but there is still more red tape. Just last week a large,

Mexican-built (or maybe built-in-Mexico) catamaran was launched at San Carlos as one of several for charter use. So no, you can't charter in the Middle Gulf — hats off to La Paz — but maybe soon, Mexican time.

Guaymas and San Carlos are the only ports with any boating facilities to speak of. The rest of the 'ports' — Mulege, Bahia de los Angeles, and Kino are good for food and water and fuel, but the arrangements are primitive. We usually provision for two or three weeks, even when just gunkholing. I'm sure the partying is not as advanced as at La Paz, and we definitely have nothing to compare with the sunbathing women on the Dalmation Coast — pages 176-177 of the February issue of *Latitude 38*.

The upshot of all these things that we don't have, is that you very rarely run into another cruising boat. This may sound like a paradox after bragging about how many boats there are at San Carlos, but the answer lies in the generous selection of anchorages. We once found two other boats in Dog Bay on Tiburon, but usually the anchorages are deserted. And if we do find one occupied, we move on to the next one. (We like to be alone.) If you like to cruise in company, I'm sure it can be arranged. Nonetheless, if any of you sail up this way and see the *Birinci Mevki* gunkholing around, give us a hail. By voice, we don't have a radio.

For those of you who've spent most of your time in Cabo, Puerto Vallarta and La Paz, here are some tips on 'wilderness cruising'.

There we were, anchored a quarter of a



JULIE JOHNSON



GERRY CUNNINGHAM



# MEXICO GUIDE:

mile off the beach, the beach two miles from the nearest town, and our fresh water almost gone. Did this mean a hurried retreat, or would we waste a day trying to arrange to have water brought out to the boat? Neither. We swam our removable water tanks in on the skin-diving float and walked to town where we bought fresh vegetables and filled our tanks with *agua purificado*. A taxi brought us back to the beach with our loot.

This is wilderness cruising in the Middle Gulf, learning to cope with the problems of provisioning and navigation where there are no facilities. It's different than sailing from marina to marina with emergency services only a VHF call away.

My wife and I started out as wilderness

backpackers, but for the past 24 years we have been wilderness cruisers, gunkholing from one deserted anchorage to another up and down the mid-section of the Sea of Cortez. Our base of operations is the San Carlos Marina near Guaymas.

Although today we take on water and fuel at dockside, and ice and groceries are within carrying distance, originally there was not even a dock. From the beginning we have designed and built our boats to make this Este Ton, a little jewel that is the only anchorage on the western shore of Isla Angel de la Guarda. Just 20 miles from Bahia de los Angeles.

kind of cruising enjoyable and safe. There has been a sense of adventure and self-reliance to our sailing that would have been missing had we limited our experiences to crowded harbors.

When cruising along a shore without even an occasional dock or marina, it is convenient to have major supplies such as water, ice, fuel, not only portable so that you can take the containers to the source of supply, but to have each item in at least two containers. This way when one runs out, there is still some left so you have time to head back to port, or to hunt up a resupply. It acts like

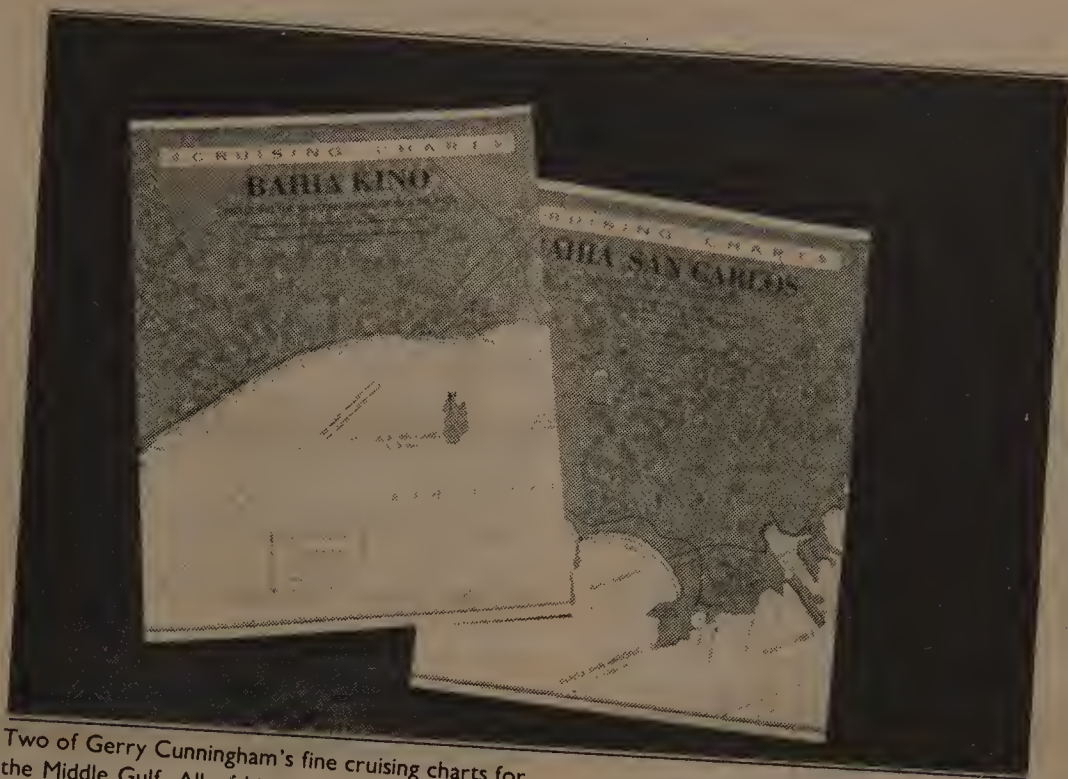




# THE MIDDLE SEA OF CORTEZ

an early warning system.

In addition to having our fresh water in several portable containers, our ice supply is also divided between a regular built-in ice chest and a five gallon insulated water cooler from which we draw our drinking water as the ice in it melts. If the box runs out of ice, we put the most perishable foods in the cooler. If the cooler runs out, we cool our drinks with chips off the block, and head for a fresh supply. Although the cooler sits in its own insulated compartment, it is portable, which makes it possible to hunt up ice and bring it back to the boat still frozen.



Two of Gerry Cunningham's fine cruising charts for the Middle Gulf. All of his products are excellently done.

With a smaller boat we used the outboard motor quite a bit and had two six gallon portable cruising tanks. We still use an outboard. It is easy to remove for servicing even in the cockpit under the awning when necessary. However, a 4½ h.p. Seagull is not much motor power for a 30-footer, so we use it only occasionally. Now a single six gallon tank is ample, but we retain the early warning feature because as I pump from the six gallon tank into the Seagull's own tank, I am quite aware when I come near the end of the main supply.

Dockside facilities are not the only thing lacking in a cruising area that qualifies as wilderness. Navigation aids are almost nonexistent. You will usually be lucky to just find a chart of large enough scale so that small potential anchorages can be identified. A scale of 1: 50,000 or larger is needed.

What do you do when approaching a strange anchorage that you have picked from a chart, and with no navigational aids either on the chart or shore to help you? The first problem is to locate your chosen anchorage from offshore. Some coves are easy to see. Others have a prominent land feature nearby so you know approximately where to head in for a closer look.

Many of the smaller ones can only be detected from close in. Closing with a strange, poorly charted shore always requires caution. When you begin to see the waves breaking on the shore from deck, you are probably two miles off. There are possibly hidden dangers out this far, but it is likely that you will see some hint of them well

before you close with them. From a mile off, if you watch the shoreline carefully as you run parallel to it, even the smallest coves can be picked out.

If you have ratlines, or mast steps, it helps to have someone watching from at least as high as the spreaders. From deck height, the shore appears as a straight line, bays and headlands blending together.

To spot a small cove, watch for a beach or other feature likely to be at its head. It should appear from behind a headland as you bring the cove entrance abeam. Any shore feature that appears from behind a headland and then disappears behind a further land feature as you sail indicates that it lies at the back of a bay or cove, protected on two sides by land, but open to the sea in the direction from which you could observe it.

A bay with a very narrow entrance is difficult to spot because you can sail right past the limited view into it in a matter of minutes. San Carlos Bay is of this sort. With all of the houses on shore there is no question that you are in the right place, but from more than a mile off, it is difficult to locate the actual entrance until you are right in line with it and can see directly down the narrow channel to the houses at the head of the bay. It is a fine land-locked harbor, but for us it was almost impossible to find from offshore on our first visit before the area was developed.

Behind many large beaches there will be a lagoon, often with a fathom or more in places, and looking very attractive on the chart. However, most of these just about dry out at low tide. In addition, the entrance is usually protected by a shifting, shallow sand-



# MEXICO GUIDE:

bar. In very still water, after a thorough scouting and marking job from the dinghy, it might be possible to enter with a larger boat, but it can be a trap. Should a swell come up there will be breakers over the bar and you will be stuck inside.

My recommendation is that all lagoons be considered as unsuitable for anchorage unless you see boats of your own draft at anchor inside and a well-marked channel. Otherwise, do your exploring with the dinghy, and leave the boat with an anchor-watch anchored off to one side of the shallow water at the bar.

My one and only experience in one of these tempting lagoons just south of Guaymas consisted of several groundings in the mud and finally rescue by passing Mexican fishermen who led us back to deepwater just at dusk. We spent an uncomfortable night rolling in the swell alongside the bar, but glad to be there instead of heeled over on a falling tide inside the lagoon.

Once having located your destination, how do you approach it safely if there are no navigational markings or lights. If you are approaching at night, use the depthsounder or

lead line to prevent yourself from getting too close. Or play it safe and heave-to well offshore until daylight.

On one trip across the Gulf to Mulege, the light indicated on the chart was not working — as is often the case — so we were headed for the only light we could see. My young daughter was at the helm and she finally woke the rest of us with “Hey, Dad, I think I hear waves breaking.” I shot out of my bunk and cast the lead into all of two fathoms. The anchor followed quickly and at daybreak we found ourselves in the midst of three low-lying sand islands offshore from a resort hotel about 10 miles north of our destination. The moral is, avoid closing with a strange shore at night — even if there is a light shown on the chart, because on undeveloped coastlines these lights are not always working.

Peaceful and secluded Ensenada el Carricito is just eleven miles from San Carlos. What a double-bight beauty!

Certainly there are dangers in sailing uncharted waters, but with caution and discretion they need not bring harm to you or your boat. As you approach an unknown anchorage, stick to the middle of the channel, assume hidden rocks off every headland, and reduce sail.

Fortunately, if there is a swell running, shoals of any significant area will identify themselves by breakers, or a noticeable steepening of the swells. If there is no swell, proceed slowly with a lookout at the bow or spreaders. True submerged pinnacle rocks that lie just below the surface but do not disturb the wave action are rarely very far offshore.

I hit one once in a deepwater channel between an island and a headland, where we had passed many, many times. Familiarity had bred contempt however, and this time I was not in the middle of the channel, but only about a hundred yards off the





# THE MIDDLE SEA OF CORTEZ

headland. I couldn't believe it was a rock so I went back and checked — with the board up. Hitting such a rock, unless in a large swell or with considerable speed, is not likely to do any serious damage or put you aground, but it isn't good seamanship.

Grounding, under the conditions of

If you do end up on the ground, don't panic and waste time on ineffective measures to get off. The surest way is usually by kedging off with an anchor floated out to deep water on a life preserver propelled by a swimmer with fins — or in a dinghy if you have one handy. Once set, run the rode

anchor in the bilge. Rocky bottoms can give a good set, but if the wind shifts it is possible to swing around and come unhooked. I sleep better when I know the anchor is securely imbedded in sand or mud.

There is never an acceptable excuse for not testing the set of your anchor, even for a short swimming or lunch break. One of the best ways to test an anchor's set is with mask and snorkle. You not only actually see your

Avoid closing with a strange shore at night — even if there is a light.

cautious exploration, need not be the end of the world or even the cruise. When sailing unknown waters, close to shore, take precautions to avoid going aground, or to make the consequences minimal if you do. A large swell is the greatest element of danger in grounding. There is little you can do to prevent a swell from dropping your boat down on a rocky tidal shelf, except to stay well clear of perceived dangers when a swell is running. The best conditions for exploring in shallow waters are a flat calm and a rising tide.

through the bow or stern chock, whichever is closest to deepwater. If you don't have an anchor windlass, use a genoa winch to put plenty of tension on the rode.

If the tide is coming in, you will soon float off. If there is any wave action and you keep tension on the rode, you may inch your way off as she floats a little on each crest, even if the tide is ebbing. I realize that this seems like a lot more trouble than trying to push yourself off, or motor off, but if these quick and easy methods don't produce immediate results, take the time to properly set a kedge. A little common sense and caution will keep you off the ground. Every one of the few times we have gone aground has been due to carelessness or inattention.

**B**efore choosing your wilderness anchorage, give some thought to the direction of the wind and swell. The two are often not the same. Although the wind may be annoying at night, it is neither as dangerous nor as uncomfortable as a rolling swell. Most undeveloped anchorages are open to at least one direction, but by ducking around behind one side or the other of the entrance you may be able to get 360° protection from bad weather, if not from the swell. Swells can refract 90° or more around a headland, or bay entrance. For a truly quiet night's sleep you need to lie behind a headland that is more than 90° to the swell, or one that is so long that the swell dissipates as it rolls along the shore. Reefs and rocks take most of the force out of a swell, but leave you exposed to the wind.

Once inside the chosen cove, the exact area in which to set your anchor must be selected. In the San Carlos area it is almost always possible to find a good sandy spot, so we generally use a Danforth. In case we are forced to anchor in weeds, or on a rocky bottom, we carry a heavy folding stock kedge

anchor safely buried in the sand, but you can spot any adjacent dangers as well.

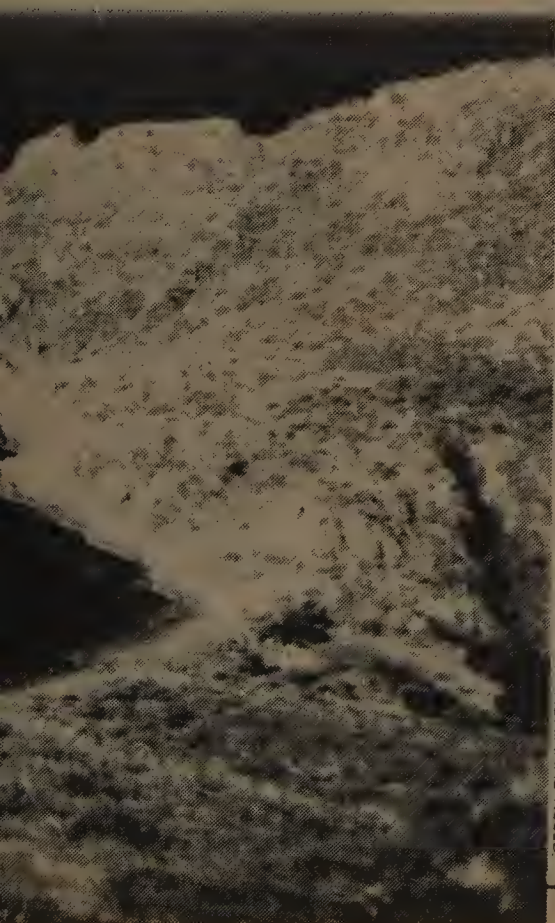
If you appreciate solitude and a sense of adventure, wilderness cruising is a fine way to enjoy them both. Common sense and an ability to endure or rectify minor catastrophies will keep you out of trouble. The best place to practice 'wilderness cruising'? Out of San Carlos, in the Middle Gulf of the Sea of Cortez.

— gerry cunningham

*Editor's note: Gerry Cunningham knows of what he speaks, having had at least one of four home-built boats cruising in these waters for the last 24 years. First was an 8-ft pram with spinnaker; second was a 15-ft Cape Cod Mercury; next was a 24-ft U.S. Dolphin completed from a bare hull; and, as of six years ago, 30-ft flush deck sloop built from a Rawson 30 hull.*

Based on his experience, Gerry has produced what are by far the most complete cruising materials on the middle Sea of Cortez. These include three large scale strip charts on the three most popular areas of this part of mainland Mexico: San Carlos, Bahia Kino and Puerto Penasco. There's also Tide Tables, covering each of the three areas. The one for Bahia Kino is the only one available and was generated by Gerry's own computer program. Then there's the Middle Gulf Plotting Sheet, which covers the 80 anchorages in this 500 miles of coastline along both sides of the Sea of Cortez. Finally there is the Cruising Guide to San Carlos, which has charts and photographs of all the nearby anchorages, as well as all the information necessary for someone trailering — or sailing — their boat from the United States to this part of Mexico.

You can get all of the above materials for less than \$40 — a real bargain if you want to visit this area. They're available from many of the larger chandleries and chart stores in Northern and Southern California, or they can be ordered direct from Cruising Charts, Box 976, Patagonia, Arizona 85624.



GERRY CUNNINGHAM



# 1986 CREW LIST

Here it is once more, our world famous 1986 Cruising and Daysailing Crew List — your ticket to the kind of sailing you want to do to almost anywhere on planet Earth you want do it. And all for less than the price of a burger and fries. Who says there are no bargains anymore?

This year we have eleven — count 'em — eleven categories of sailing-type folks from which to pick and choose your ideal situation. But before anyone calls any of the people listed here, please realize that you are doing so at your own risk. It is you who must accept the responsibility of finding people to sail with; you who must judge their character and their boats as best you can; and you who must accept the consequences of that choice, however good or bad they may turn out to be. We offer the Crew Lists as an advertising supplement only. Our intent and hope is that everyone who uses them will add a new and positive dimension to their lives through sailing. But our commitment to that goal ends on these pages. From here on out, you're on your own. Please don't use the Crew Lists unless you're willing to accept that. If you have reservations, we'll gladly refund your money.

Nothing ventured, nothing gained — or lost.

Still raring to go? Great! It's easy to use the lists. To save space, everything you should need to know about your prospective crew or skipper is coded by number. The key to the codes is in the shaded boxes. Here's an example of how to read them: **Marc Wilson, 24, 931-8778** ..... exp 2 / want 1,2,3,5 / offer 1,3,4.

This means that Marc is 24 years old, can be reached at the listed number, has moderate experience and is willing to endure the normal physical and verbal abuse inherent in sailing a boat well. He's ready to cruise just about anywhere except Van Nuys Boulevard in a 'Vette, and can offer some expense sharing, lots of elbow grease related to upkeep and cooking and cleaning skills. The "Women to Crew on Cruising Boats" uses the same code. The other categories have their own codes and are read similarly.

Here are a few suggestions that will help you use the lists most efficiently. 1) Do not call potential crew or skippers before 6 a.m. or after midnight. 2) Don't pass over a person on the sole basis of age. A lot can be said for, and learned from, the wisdom of experience. 3) Finally, please, *please* do not use these lists as a dating service. We get so many letters about men who think "lay line" means the women's phone numbers on these pages — if you know what we mean — that we're beginning to feel like Dear Abby. And we're not talking just to you guys this time, either. The latest such incident we heard about involved one nonsailing woman handing a *Latitude 38* to another nonsailing woman in a Bay Area restaurant with the comment, "This Crew List is a great way to meet men."

Last but not least, you need to know the dates and locations of the Crew List Parties. There are two, one in Marin and one in the East Bay. The Marin Crew List Party happens on April 9 from 6 to 9:30 p.m. at the Corinthian YC in Tiburon. The East Bay Crew List Party goes down at the same times on April 10 at Oakland's Metropolitan YC. These are great ways to meet your prospective crew or skipper in a neutral setting, or a great way to find a crew or skipper if you haven't already. We do combine the Cruising/Daysailing Crew parties with the Racing Crew parties so be sure to read everyone's name tag before you make a commitment. Everyone is welcome, but if your name doesn't appear on this month's List or last month's Racing Crew List, we'll charge you \$5 to get in. That's still less than a burger — a good burger — and fries. The dress code is

dockside casual, the atmosphere friendly, the munchies and slide show free. So have a good time. All we ask is that you respect the fact that we are all guests of these clubs.

We wish you luck, fair winds, and one of the best sailing seasons ever. See you out there!

## MEN TO CREW ON CRUISING BOATS

Bob Naber, 29, (415) 323-5639 ..... exp 3 / want 1 / offers 2.  
Dennis Desprois, 39, 821-3843, 4075 Army St., San Francisco ..... exp 2 / want 1 / offers great photographs.  
Rhett Wigger, 30, 821-9680 ..... exp 4 (South Pacific '84-'85).  
Scott Zeller, (415) 474-7687, 1828 Broadway #201, San Francisco 94109  
exp 1 / want 1,2,3 (from 4/1-7/1 anywhere, just received MD) / offer vocal ent.  
Jason Swartz, 43, (707) 523-0340, 3622 Aaron Dr., Santa Rosa, CA ..... exp 3 / want 1,5 / offer 1,2,3,4.  
Corky Wilson, 39, (918) 622-8208, P.O. Box 21, Grizzly Flat 95836 ..... exp 3 / want 2,5 / offer 1,3,4.  
Rob Rynski, 29, 180 Noe St., San Francisco, CA 94114-1244 ..... exp 1 / want 1,3,5 / offer 3,4.  
Michael Weed, 34, (408) 462-6411, 1920 Commercial Way, Santa Cruz, CA 95065 ..... exp 2 / want 2,5 / offer 1,2,3,4.  
Arnold Hunn, 40, (415) 799-4590, 331 Sparrow Dr., Hercules ..... exp 1 / want 1 / offer 2,3.  
Richard Wulff, 31, 1487 Sacramento #12, San Francisco 94109 ..... exp 1 / want 1,5 / offer 3,4,5.  
Walter Moch, 59, (415) 547-4671, 141 Bell Ave., Piedmont ..... exp 3 / want 1.  
John Miller, 35, (415) 522-3350 ..... exp 2 / want 1,3 / offer 1,2,3,4.  
Malcolm McEwen, 29, (408) 354-6909, 16660 Cypress Way, Los Gatos 95030  
Jerry Nelson, 46, (415) 792-8025 ..... exp 3 / want 2,5 / offer 1,2,3,4.  
Mark Ratterree, 27, (415) 644-8324, 2503 San Pablo Ave. #1, Berkeley 94702  
exp 3 / want 2,5 / offer 1,2(some),3,4.  
Chris Xavier, 29, (415) 731-8901 ..... exp 2 / want 1 / offer 3,4.  
Marvin Burke, 44, (415) 892-7793 ..... exp 4 / want 2,5 / offer 1,2,3,4.  
John Stonich, 38, (408) 971-2002 work; (408) 353-3948 home ..... exp 3 / want 1,2,3,5 / offer 1.  
Dick Jordan, 39, (415) 883-8268 days; (415) 457-3953 eves ..... exp 2 / want 1 / offer 1,4.  
Vince Pastore, 21, (408) 998-9788 ..... exp 2 / want 1,2,3,4,5 / offer 1,2,3,4.  
Robert Tim, 40, P.O. Box 1052, Sausalito, CA 94966; P.O. Box 1383 Keaau, HI 96749 ..... exp 3 (& HI) / want 1,2,5 / offer 1,2,4.  
Frank Magnotia, 39, (415) 422-7285 days; (415) 947-1463 eves ..... exp 3 / want 1,5 / offer 2,3,4.  
Scott Keck, 27, 673-6140; 872-5230 ..... exp 2 / want 1 / offer 3,4.  
Rod Teter, 33, (415) 428-2114, 7 Captain Dr., Emeryville, CA 94608 ..... exp 2 / want 2 / offer 2,3.  
Thomas A. Deuel, 31, (415) 392-1400 work; 775-5918 home ..... exp 3 / want 2,3,5 / offer 2(some),3.  
Romeo Danals, 39, (408) 287-9150, P.O. Box 8431, San Jose, CA 95155 ..... exp 2 / want 1,5 / offer 1,2,3,4.  
Phil Salyer, 40, (707) 528-3876; 823-0410, P.O. Box 11128, Santa Rosa, CA 95408 ..... exp 3 / want 2 / offer 2.  
Glenn Hackemer, 27, (415) 348-8373 work; (415) 349-9479 home, 788 Edgewater Blvd. #105, Foster City, CA 94404 ..... exp 3 / want 1,3 / offer 3,4.  
Mark K. Seager, 28, (415) 455-5326 home; 423-3141 work ..... exp 2 / want 1,2,5 / offer 1,3,4.  
Jon Forrest, 32, (415) 548-3211 days ..... exp 2 / want 1 / offer 3,4.  
Hal Habinski, 33, (415) 237-8631 ..... exp 3 / want 1,2,3,5 / offer 1,2,3.  
Chris L. Smith, 42, (408) 723-3828 home; (408) 399-6303 work, P.O. Box 2131, Los Gatos, CA ..... exp 1,2 / want 1 / offer 3.  
David West, 29, (408) 253-3810, 20900 Homestead Rd. #E-1, Cupertino, CA 95014 ..... exp 2 / want 1,3 / offer 1,2,3,4.  
Steven Pringle, 31, (408) 462-0353, 205 Blackpoint Lane, S.C. 95062 ..... exp 3 / want 2,5 / offer 1,2,3.



# CRUISING & DAYSAILING

## MEN TO CREW — CONT'D.

### CODE

#### My sailing experience is:

- 1 = None, but I'll do anything within reason for the chance. I understand from time to time I'll probably become cold, seasick, get pissed at the owner, and wish like hell I was anywhere but on the boat. I'm still game
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts, and hollering
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California
- 4 = Lots, several long ocean passages

#### I want to cruise:

- 1 = Locally, around the Bay and up the Delta
- 2 = Hawaii and points west this summer
- 3 = Seattle and Alaska this summer
- 4 = Van Nuys Boulevard in a Corvette
- 5 = Mexico next winter

#### I can offer:

- 1 = At least \$200 a month to share expenses
- 2 = Mechanical skills; engine, electronics, refrigeration
- 3 = Elbow grease for bottom work, varnishing, and other upkeep
- 4 = Cooking and cleaning skills
- 5 = Ornamental skills. I look great in a bikini

## MEN TO CREW — CONT'D.

..... exp 2 / want 1,2,3,4,5 / offer 1,3,4.  
**Jim Simas, 36, (408) 288-7623** ..... exp 2 / want / offer 1.  
**Jim Dietz MD, 32, 331-2309** ..... exp 3 / want 2,3,5 / offer 1,2,3,4.  
**Brett Graessle, 20, (415) 540-7932, 2514 Piedmont Ave. #106, Berkely 94704** ..... exp 2 / want 1,2,3,5 / offer 1,3,4.  
**Ken Russell, 35, (415) 848-9878** ..... exp 3 / want 1,2,3 / offer 1,2,3,4.  
**Steve Wilson, 19, (415) 493-9035** ..... exp 2 (in small cats & dinghies) / want 2 / offer 1,2,3,4.  
**Taylor Haskell, 35, 285-2270** ..... exp 2 / want 2,3,5 / offer 1,3.  
**Norbert V. Feyling, (415) 383-9739** ..... exp 2 / want 1,2,3,5 / offer 2,3,4.  
**Russ Amdur, 31, 322 Starling Rd, M.V. 94941** ..... exp 2 / want 1 / offer 2,3,4.  
**Michel Seaman, 21, 1653 Matheson Rd., Concord, CA 94521** ..... exp 3 / want 1,2,3,5 / offer 1,2,3,4.  
**Mike Scharf, 30, (415) 791-8473, 648 Orangewood, Fremont, CA 94538** ..... exp 1 / want 1.  
**Roger Kassebanm, 42, (415) 383-2516** ..... exp 2 / want 1,5 / offer 1,2,4.  
**Greg Elche, 27, (415) 326-4996 home; (415) 323-8111 ext. 2956 work** ..... exp 2 / 1,2,3,5 / offer 1,2,3,4.  
**Phil Meyer, 33, (415) 523-9600, 2023 Clement Ave., Alameda, CA 94501** ..... exp 3 / want 1 / offer 2,5.  
**Alan Anttila, 35, 653-7034** ..... exp 4 / 1 / offer 3.  
**Brian Chang, 30, 627-8349 work; 355-1064 home** exp 2 / want 1,2,3 / offer 1,3,4  
**Lonnie Martin, 38, 642-6687 days** ..... exp 1 / want 1 / offer 3.  
**Vin Walsh, 31, (516) 673-3816, 55 Hazard Ave., Huntington Station, NY 11746** ..... exp 4 / want 2 / offer 1,4,5.  
**Simon Wilders, 29, (408) 986-6222 days; (408) 947-7571 eves** ..... exp 3 / want 1 / offer 3.  
**Ric Elserling, 40, (408) 475-5397, P.O. Box 5188, Santa Cruz 95063** ..... exp 3 / want 5 / offers 1,2,3,4.  
**Roger E. Schulke, 30 (415) 585-7748, 537 Jones #8905, San Francisco 94102** ..... exp 2 / want 1,2,5 / offer 1,2,3,4.  
**Dan Rausch, 37, (415) 327-2014 home; (408) 435-6689 work** ..... exp 3 / want 3 / offer 1,4.  
**Phillip Moe, 60, (408) 374-0875, 1145 Capri Dr., Campbell, CA 95008** ..... exp 2 / want 1 / offer 2,3.

**Tom Miller, 38, 593-8623** ..... exp 3 / want 1 / offer 2,3.  
**Urban J. Buescher, 43, (415) 359-7524** ..... exp 2(Lake Erie) / want 1 / offer 2,3.  
**Andy Silber, 22, 548-3039, 2404 Fulton #201, Berkeley, CA** ..... exp 3 / want 2,3 / offer 1,3,4.  
**Wes Dunn, 41, (209) 951-1964, 9536 Majestic Lane, Stockton, CA 95209** ..... exp 3 / want 2,3,5 / offer 1,3,4,5.  
**Peter Psalla, 51, dentist, 1750 Richmond Rd., Victoria, BC, Canada V8R4P8** ..... exp 2 / offer 1,4, help navigate, available after 8/86.  
**Scott Hewett, 31, (707) 526-0519** ..... exp 1 / want 1,4,5 / offer 2,3.  
**Ken Karda, 40, (415) 530-8389 home; (415) 768-7003 work** ..... exp 2 (Chesapeake Bay) / want 1 / offer 2,3,4.  
**Edward H. Volgt, 59, (415) 781-5092** ..... exp 2,3 / want 2,5 / offer 1,3,4.  
**Denis Baker, 38, (415) 344-6108** ..... exp 2 / want 1,5 / offer 2,3,4.  
**Tom McCall, 55, (408) 353-1665, 21036 Zayante Rd., Los Gatos 95030** ..... exp 2 / want 1,2,3 / offer 1,3,4.  
**George C. Collier, 41, (209) 886-5508, P.O. Box 155, Farmington, CA 95230** ..... exp 1 / want 1 / offer 3.  
**Merle Maxwell, 42, 529-7209, 1009 Huntington Dr., Modesto 95350** ..... exp 1 / want 1 / offer 2,3,4.  
**Charles 'Chuck' Lamoureux, 36, (415) 323-1701/321-3116, P.O. Box 61043, Palo Alto 94306** ..... exp 1,3 / want 1,5 / offer 2,3.  
**Jim Rainforth, 38, (415) 852-5152 work** ..... exp 3 / want 2,3,5 / offer 1,2,3.  
**Bill Seibold, 39, (415) 881-5638** ..... exp 1 / want 1 / offer 3,4.  
**Dave Saylor, 22, (408) 353-4457** ..... exp 1 / want 1 / offer 2,3,4.  
**Paul Young, 26, (408) 733-8322** ..... exp 3 / want 1(& south) / offer 2,3,5.  
**Steven Fisher, 27, (408) 733-8322** ..... exp 2 / want 1 / offer 1,3.  
**Tom Byma, 23, 1631 W. Selby Ln, Redwood City, CA 94061** ..... exp 1 / want 2 / offer 1,2,3,4.  
**Jens P. Jensen, 37, (408) 991-4581 work; (415) 969-2313 home, 905 W. Middlefield #909, Mountain View 94043** ..... exp 4 / want 1 / offer 1,3,4.  
**Steve Robertson, 29, (303) 394-7129, 1051 Randall, Eugene, OR 97401** ..... exp 4(incl. So. Pacific '80) / want 2(Australia) / offer 1,2,3.  
**Jim Carlsen, 26, (916) 922-1763, 15 Nutwood Circle, Sacramento, CA 95833** ..... want 1 / offer 3,4,5.  
**Douglas Randall, 21, (213) 696-3684, 14038 Sunset Dr., Whittier, CA 90602** ..... exp 3 / want 2 / offer 1,2,3,4.  
**Steve Gilcrest, 31, (408) 255-5840 work; (415) 283-8562 home** ..... exp 3 / want 1 / offer 2,3,4.  
**Matthew Bonarek, 27, 930-8243** ..... exp 2 / 1 / offer 3.  
**Gary L. Gray, 40, (415) 893-4360** ..... exp 3 / want 1,3,4 / offer 3,5.  
**Ward A. Burns, 23, 921-0064 home; 392-1400 work** exp 2 / want 1,2,3 / offer 3.  
**Jeff Gorrls, 30, (408) 462-0358** ..... exp 2 / want 1,2,3 / offer 1,3,4.  
**Sherwin Harris, 48, (415) 967-2187** ..... exp 4 / want 1,2,3,5 / offer expr. & skills.  
**John Ruskey, (415) 584-0440, 2222 Durant #2, Berkeley, CA 94704** ..... exp 3,4(Baja twice) / want 2(Japan or China) / offer 3,4 (trained EMT).  
**Steve Christensen, 30, 664-6281** ..... exp 3 / want 2 / offer 2(engine),4.  
**Matt Novak, 35, (415) 653-9356** ..... exp 3 / want 1 / offer 2,3.  
**Rob Fowler, 30, (707) 937-0916, P.O. Box 572, Mendocino, CA 95406** ..... exp 2 / want 1,5 / offer 3.  
**Walter Cohn, 29, (415) 564-8701, P.O. Box 40141, San Francisco CA 94140** ..... exp 1 / want 2,3 / offer 1,3.  
**Chris Lehman, (703) 356-9188, 8601 Dixie Pl., McLean, VA 22102** ..... exp 2 / want 2(New Zealand) / offer 1,3,4.  
**Jon Marting, 33, (415) 331-8009** ..... exp 2 / want 1 / offer 3,4,5.  
**Ted Abbott, 35, (415) 221-1520** ..... exp 4 / want 1 / offer 2.  
**Wayne Thibodeau, 2, (408) 649-8248, 904 Forest Ave., Pacific Grove, CA** ..... exp 1 / want 1,2,3,5 / offer 1,3,4.  
**John W. Schmidt, 42, 525-1900** ..... exp 2 / want 1,5 / offer 1,3.  
**Rod Terry, 45, (415) 684-2138, P.O. Box 233, Bethel Island, CA 94511** ..... exp 2,3 / want 5 / offer 1,2,3,4.  
**Greg Larsen, 29, (415) 930-9729** ..... exp 3 / want 5(& Costa Rica) / offer 1,2,3,4.  
**Joel Waldman, 57, (415) 326-0560, 623 Lytton Ave., Palo Alto, CA 94301** ..... exp 3 / want 1,2,3,5 / offer 1,2,3.  
**Phil Loyd, 50, P.O. Box 481, Belmont, CA 94002** ..... exp 3 / want 2,3 / offer 1-5.  
**Robert Frank, 45, P.O. Box 11651, San Francisco, CA 94101** ..... exp 2 / want 5.  
**Kenneth Schnelder, 13, (408) 345-4764, 15527 Equestrian, Monte Serena, CA 95030** ..... exp 2 / want 1 / 3.  
**Kirk McKinzie, 24, 154 Vicente Road, Berkeley, CA 94705** ..... exp 4 / want 1 / offer 2,3,4.  
**Michael Brady, 38, (415) 540-8051, P.O. Box 9243, Berkeley, CA 94709** ..... exp 4 / want 2,3,5 / offer 1,2,3,4.  
**Jim Byrne, 44, 869-3222** ..... exp 3 / want 1 / offer 2,3,4.  
**Tim Wallace, 31, (916) 758-8723** ..... exp 3 / want 1,4 / offer 1,2,3.



# 1986 CREW LIST

## MEN TO CREW — CONT'D.

Edward Daniels, 30, (415) 851-3581 ..... exp 3 / want 2 / offer 1.  
 Larry C. Catron, 38, (408) 984-3869 ..... exp 1 / want 1 / offer 2,3.  
 Walt Tracinski, 37, (408) 725-8236 home; (415) 852-5134 work .....  
 ..... exp 3 / want 1,3,4 / offer 2,3,4.  
 Johan Malsjo, 18, (408) 739-6089, 868 Pippin Ave., Sunnyvale, CA 94087  
 ..... exp 2 (plus 5 yrs. Norway, Sweden & Denmark) / want 1,2 / offer 3,4.  
 Larry Petltte, 41, (415) 929-9576 ..... exp 4 / want 2,5 / offer 2,3,4.  
 Guillermo Ortiz, 32, (415) 322-1747 ..... exp 2 / want 1 / offer 2.  
 Pascal Sisch, 27, (415) 323-9920, 1325 Bryant, Palo Alto .....  
 ..... exp 3 / want 1,4 / offer 1,3,4,5.  
 Chris Chapman, 33, 461-8286 ..... exp 2 / want 1,2,3,4,5 / offer 1,2,3.  
 R. Sargent Shute II, 44, Gen. Delivery, Sausalito, CA 94985 .....  
 ..... exp 2 (2½ yrs. S.E. Asia) / want 2,4 (pulling a sailboat!) / offer 1,2,3,4.  
 Rocky Beek, 30, 820 West Ocean Front, Balboa, CA 92861 .....  
 ..... exp 2 / want 2 / offer 1,3,4.  
 Greg Fuller, 33, 383-2412, 322 Via Recodo, Mill Valley 94941 .....  
 ..... exp 3 / want 1,2 / offer 3,4.  
 Jerry Ward, 47, (916) 485-7144, 3329 Bracburn St., Sacramento, CA 95821  
 ..... exp 3 / want 2,5 / offer 1.  
 Paul Marbury, 38, 526-2348 ..... exp 3 / want 1 / offer 3.  
 Marc Wilson, 24, (415) 931-8778 ..... exp 2 / want 1,2,3,5 / offer 1,3,4.  
 Andre Skujins, 27, (415) 895-9014, 2800 San Leandro Bl. #1608, San Leandro,  
 CA 94578 ..... exp 1 (none in Bay Area; own Hobie 16) / want 1 / offer 3,4.  
 Todd Sejerston, 29, 929-1561 ..... exp 2 / want 1 / offer 3,4.  
 Michael, 40, (415) 235-8495 ..... exp 4 / want 2 / offer 1,2,4.  
 Ray Young, 57, (415) 897-3229 ..... exp 3 / want 1,2,3,5 / offer 1,2,3,4.  
 Joe Riemer, (408) 238-0998; 5081 Cribari Bluffs, San Jose, Ca 95135 .....  
 ..... exp 2 / want 1 / offer 3.  
 Patrick Smalley, 38, P.O. Box 820, Willits, CA 95490 ..... exp 1 / offer 3.  
 Frank Lagorio, 34, (415) 751-4818 ..... exp 3 / want 1 / offer 3,4.  
 Greg McCarthy, 28, (408) 253-5475 ..... exp 1 / want 1,5 / offer 1,3,4.  
 David Steven Sokolowski, 29, (415) 381-2991 ..... exp 2 / want 1,4,5 / offer 3,5.  
 E.J. Koford, 30, (918) 758-7326, 227 Full Ave., Davis 95818 .....  
 ..... exp 3 / want 1,2,3,5 / offer 1,2,3,4,5.  
 Mike Meyer, 27, (415) 964-0143 ..... exp 3 / want 1 / offer 2,3.  
 Gary Kennedy, 28, (415) 962-8222 ..... exp 2 / want 1 / offer 3,4.  
 Chris Gale, 28, (415) 962-8222 ..... exp 2 / want 1 / offer 3,4.  
 Thomas J. Condy, 25, (408) 257-8538 ..... exp 1 / want 1 / offer 3,4, diver.  
 Bill Ellig, 33, (415) 988-8879 leave message ..... exp 1 / want 1 / offer 2,3.  
 Dale Speroni, 45, 552-2428, 41 Lyon, San Francisco 94117 .....  
 ..... exp 3 / want 1 / offer 3,4.  
 Jonathan Taylor, 38, 346-2238 ..... exp 3 / want 1,2 / offer 1,4.  
 Bob Biles, 35, (408) 482-8245 ..... exp 4 / want 1 / offer 5.  
 Kelly Phillips, 28, (415) 839-1410, 279 Lester Ave., Oak, CA 94608 .....  
 ..... exp 2 / want 1 / offer 1,3.  
 David Barnes (NO8M), 38, (916) 636-9540 ..... exp 3 / want 1,5 / offer 1,2,3,4.  
 Robert Schnelder, 43, 567-0770 ..... exp 4 / want 2,4 / offer 3,4.  
 Dean Rosebrook, 39, (415) 593-0940, 501 Dale View Ave., Belmont, CA .....  
 ..... exp 3 / want 1 / offer 1,2,3.  
 Ron Cooper, 28, (415) 474-7687, 1828 Broadway #201, San Francisco 94109  
 ..... exp 2 / want 1,2 / offer 2,3,4 (just finished med. school, free from 4/1-7/1).  
 Rick Seapeace, 39, (415) 459-2913 ..... exp 3 / want 1,2,5 / offer 1,2,5.  
 Kevin Ruba, 20, 681-8539 ..... exp 1 / want 1 / offer 3.  
 Monte Short, 32, (918) 888-7131, 290 Placer St., Auburn, CA 95603 .....  
 ..... exp 3 / want 1,2,5 / offer 1,2,3,4.  
 George S. Hagan, 39, (415) 489-2230 home; (415) 791-4692 work .....  
 ..... exp 2 / want 1 / offer 3,4.  
 Chris Smith, 25, (415) 563-9832, 3701 Divisadero #102, San Francisco .....  
 ..... exp — lots in Scotland, new to Bay / want 1 / offer 3.  
 Paul M. Gore, 28, (415) 589-8389 home; (415) 887-7764 work .....  
 ..... exp 1 / want 1 / offer 3.  
 Andrew Brooks, 27, 830 Encino Dr., Morgan Hill, CA 95087 .....  
 ..... exp 1 / want 1 / offer 1,3.  
 Eric Trojak, 39, Box 22, La Honda, CA 94020 ..... exp 2 / want 1,2,5 / offer 1,2,3,4.  
 Steve Baldwin, 31, (415) 841-4975 work; 885-2175 home .....  
 ..... exp 4 / want 1 / offer 2,3,4.  
 Richard Frankhuizen, 27, (415) 372-7073 home; (415) 939-3000 work .....  
 ..... exp 2 / want 1,2 / offer 2,3,4.  
 Ron White, 37, P.O. Box 2252, Santa Cruz, CA 95063 .....  
 ..... exp 4 / want 5 / offer 1,2,3,4 (also navigation).

## WOMEN TO CREW ON CRUISING BOATS

Michelle Price, 34, 331-7128 home; 676-9768 work .....  
 ..... exp 4 / want 1,2,3,5 / offer 1,3,4,5.  
 Mary Swift, 36, P.O. Box 93, Benicia 94510 ..... exp 3 / want 1,2,5 / offer 1,3,4,5.  
 Deborah Dean, 30, 57 Cumberland St., San Francisco, CA 94110 .....  
 ..... exp 3 / want 1,2.  
 Pam, 40, (415) 459-3855 eves ..... exp 3 / want 1,2,3,5 / offer 1,3,4,5.  
 Catherine, (415) 563-7225 work ..... exp 2 / want 1,5 / offer 3,4,5.  
 Trina Merriman, 37, 12 Delmar St., San Francisco, CA 94117 .....  
 ..... exp 3 / want 1,3,5,6-Perth / offer 1,2,3,4.  
 Laura, 27, 641-9487 ..... exp 1 / want 1,2 / offer 3,4.  
 Chrialane MacLeod, 32, 1441 Beach Park Bd, Foster City, CA 94408 .....  
 ..... exp 2 (Europe) / want 1 / offer 3,4.  
 Margi Perottil, 27, 1705 Church St. #102, San Francisco, CA 94131 .....  
 ..... exp 4 (So. Pacific '84-'85) / want 1,2 / offer 3,4.  
 Susan Shelly, 24, (415) 522-8337, 1227 Park Ave., Alameda, CA 94501 .....  
 ..... exp 2 / want 1,2,3,5 / offer 3,4.  
 Beverly M. Barth, 40, 938-4358 home; 396-7921 work .....  
 ..... exp 3 / want 1 / offer 1,3,4,5.  
 Janis Peterson, 39, (415) 376-7058 home; (415) 789-4674 .....  
 ..... exp 2 / want 1 / offer 4,5.  
 Cathy Rowboat, 37, (415) 845-1833 ..... exp 3 / want 1,4 / offer 3,4.  
 Marcia Maynard, 35, (415) 885-2895 ..... exp 3 (HI-Seattle) / want 1-5 / offer 1,4,5.  
 Jennifer, 27, 820-4854 ..... exp 1,2 / want 2 / offer 1,3,4.  
 Katherine Wea, 33, 332-3058 eves ..... exp 2 / want 1,5 / offer 1,3,4.  
 Kendyll Page Manning, 23, 928-2706, 3062 Franklin, San Francisco 94123  
 ..... exp 2 / want 1,2,3 / offer 2,3,4,5.  
 Justine, 35, (408) 288-8595 ..... exp 1 / want 1,2 / offer 3,4,5.  
 Whitney Brooks, 23, (415) 828-6872, 1179 Huyea St. #5, San Francisco 94117  
 ..... exp 3.  
 Isabelle DeBurbure, 22, (415) 325-2530, 281 Menlo Oaks Dr., Menlo Park, CA  
 94025 ..... exp 2 / want 1,2,5 / offer 3,4.  
 Patti O'Neal, 31, 864-8381, 172-A Downey St., San Francisco .....  
 ..... exp 3 / want 1,5 / offer 3,4.  
 Ellen K., 28, (415) 849-0151 ..... exp 2 / offer 3,4,5.  
 Chrialna Murphy, 29, 454-9268 ..... exp 1 / want 5 / offer 1,4.  
 Elaine Sent, 40, (415) 332-2781, P.O. Box 171, Sausalito, CA 94968 .....  
 ..... exp 4 / want 2,5 / offer 1,3,4,5.  
 Ellen, 28, 364-9717 Redwood City ..... exp 2 / 1 / offer 3,4,5.  
 Heidi Glover, 35, P.O. Box 5038, Kahului, Maui, Hawaii 96732 .....  
 ..... exp 3 / want 2,5 / offer 1,3,4.  
 Suaan, 41, (408) 353-3836 ..... exp 2 / want 1,5 / offer 3,4.  
 Grace DeGeorgis, 40, 932-1142 ..... exp 2 / want 1 / offer 4,5.  
 Karen, 23, 504 Cozy Ct., San Jose, CA 95123 ..... exp 2 / want 1,4 / offer 3,4.  
 Lindsay Laughlin, 22, (415) 387-0927, 642 3rd Ave., San Francisco, CA 94118  
 ..... exp 2,3 / want 1,2,3 / offer 1,2,3,4,5.  
 Toni Berkeley, 40, 848-8287 ..... exp 3 / want 1 / offer 3,4,5.  
 Elizabeth Crowley, 35, 552-7440, 815 Buena Vista W., San Francisco .....  
 ..... exp 1 / want 1 / offer 3,4.  
 Marl, 32, 381-1851 ..... exp 3 / want 1,4 / offer 5.  
 Barbara Fitzgerald, 34, (415) 349-8279 ..... exp 1 / want 1 / offer 3,4.  
 Michelle Martin, 28, 931-2254 ..... exp 1 / want 1,2 / offer 3,4,5.  
 Rona Lynn, 42, 6650 Napier St., North Burnaby, BC, V5B2C3 .....  
 ..... exp 4 / want 1,2,3,5 / offer 1,2,3,4,5.  
 Lee Davis, 38, (408) 720-8837 home; (415) 882-8469 work .....  
 ..... exp 4 / want 2,5 / offer 1,3,4,5.  
 Terese, 37, (415) 331-2406 ..... exp 2,3 / want 1,2,4,5 / offer 1,2,3,4,5.  
 Deldre, 38, (415) 331-2406 ..... exp 2,3 / want 1,5 / offer 1,4,5.  
 Joan M. Columblni, 28, (415) 928-1553, 1655 Washington St., San Francisco,  
 CA 94109 ..... exp 3 / want 1,2,3,4,5 / offer 1,3,4.  
 Mary Flynn, 25, (918) 485-7132 ..... exp 2 / want 1,5 / offer 1,3,4, SCUBA.  
 Alexis, 37, (408) 737-9333 days ..... exp 2 / want 1 / offer 3,4.  
 Eva, 24, (408) 746-2770 ..... exp 1 / want 2,3.  
 Avia, 39, (415) 583-4079 ..... exp 2 / want 1 / offer 1,3,4,5.  
 Ellen, 40, (208) 441-8558 message, 2318 2nd Ave. #149, Seattle, WA 98121.  
 ..... exp 4 / want 2,3,5 / offer 1,3,4,5.  
 Jane Gover, 27, (415) 459-4843, 37 Woodland Ave., San Rafael, CA 94901.  
 ..... exp 3,4 / want 1,2,3,5 / offer 1,3,4.  
 Linda Myer, 34, (707) 545-3241, Santa Rosa, CA ..... exp 2 / want 1 / offer 3,4.  
 Susan Joy, 40, (918) 944-3589 ..... exp 1 / want 1 / offer 3,4,5.



# CRUISING & DAYSAILING

## WOMEN TO CREW — CONT'D.

### WOMEN TO CREW — CONT'D.

Elaine, 48, (916) 395-2820, 8435 Orange Ave. Sp.26A, Sacramento 95823  
exp 1 (more than none but less than 20) / want 1 / offer 4,5.

Diane, 26, 759-0821 home exp 3 / want 1 / offer 3,4.

Heather Robinson, 27, 2339 3rd St. #M-1, San Francisco 94107  
exp 3 / want 1,2,5 / offer 3,4.

Pam Murphy, 30, (415) 355-0492 exp 4 / want 1,2,4 / offer 3,4.

Frances King, 38, (415) 381-1361 exp 4 / want 1,2,5 / offer 1,3,4,5.

Nancy Schwartz, 43, (916) 422-7184 exp 2 / want 1 / offer 3.

Fran Winchwench, 35, (415) 849-9383 exp 3 / want 1,5 / offer 3,4,5.

Arlaine, 42, (707) 887-2064  
exp 2 / want 2,5, open-ended circumnavigation / offer 1,3,4, beautiful attitude.

Barbara Abshler, 46, (408) 353-1877 exp 2 / want 1,3 / offer 1,4.

Anne Shannon Morgan, 50, (415) 868-9957, Box 283, Stinson Beach, CA 94970  
exp 3 / want 1,5 / offer 1,3,4.

Susan August, 31, 511 Sir Francis Drake, Ste C, Greenbrae 94904  
exp 2 / want 1 / offer 1.

Anna Boothe, 48, (415) 883-1629 home; 552-6440 work, 231 Missouri St., San Francisco 94107  
exp 1 / want 1,2,5 / offer 3,4.

Jenifer Watson (Jan), 46, (415) 724-8034 exp 2,3 / want 1 / offer 3,4.

Victoria C., 38, 332-3168 leave message exp 2 / want 1 / offer 4.

Karen Pennell, 35, P.O. Box 1293, Pebble Beach, CA 93953  
exp 2 (HI, Virgin Is., Mexico) / 1 (CA coast) / offer 2,3 (fishing, some navig).

Wendy Siegal, 33, (206) 328-2828 exp 2 (Puget Sound), 4 / want 2,5 / offer 1,4.

Rona, 42, 6850 Napier St., N.BBY, BC, V5B2C3  
exp 4 / offer 3,4, nurse, seamstress, navigate.

Dianne, 47, (415) 322-7683 exp 2 / want 1 / offer 3,4.

Paloma, 33, 921 Western Dr., Santa Cruz, CA 95060  
exp 2 / want 2,4,5 / offer 1,3,4.

Dianne S. Holmes, 36, (415) 943-7510 exp 3 / want 1 / offer 4.

Mary, 36, 934-5144 exp 4 / want 1 / 3,4.

Linda J. Barncord, 30, (415) 443-8229 home; (415) 422-2459 work  
exp 3 / want 1,5 / offer 3,4,5.

Judy, 42, (707) 643-3897, P.O. Box 7034, Vallejo, CA 94590  
exp 3 / want 1 / offer 3,4, SCUBA for bottom repairs, retrieval, etc.

Alexandra Dixon, 29, (415) 583-3038 home; (415) 398-2151 work  
exp 2 / want 1,2,3,4,5 / offer 1,3,4,5.

Nancy Nay, 42, 479-8729 home; 479-8212 work exp 2 / want 1 / offer 3,4.

Laurie, 28, 632-6031 exp 2 / want 1 / offer 3,4.

Kathlena Hansen, 50, (916) 583-0892, Box 295, Tahoe City, CA 95730  
exp 2 / want 2,3,5 / offer 1,3,4,5.

Eva, 35, (415) 832-6031 exp 1 / want 1,2,3,5 / offer 3,4.

Pat Gibson, 42, 372-7258 exp 3 / want 1,5 / offer 2,3,4.

Heidi Schmidt, 31, (415) 549-1372 home; (415) 781-2300 work exp 2 / want 1,4.

Christie B., 30ish, (916) 486-0826 exp 2 / want 1,4 / offer 3,4,5 (foules too!).

Margot Soderstrum, 32, (415) 949-0803 exp 1 / want 1 / offer 3,4.

Gayle, 40, 876-6272 (9-11 a.m. only), 1920 Monument Blvd. #528, Concord, CA 94520  
exp 2 / want 1,2,3 / offer 1,3,4,5.

Michelle G., 25, 665-9189 exp 2 / want 1,2 / offer 3,4,5.

Sharon L. Baker, 36, 623 Main Street, Juneau, AK 99801  
exp 3 / want 1,3,4,5, around Australia next winter / offer 3,4,5.

Debra, 34, 583-1731 exp 3 / want 1 / offer 3,4.

D.J. Oiken, 32, 776-7974 exp 3 / want 1 / 3,4,5.

Sandra Troy, 35, (415) 372-0144, P.O. Box 2068, Martinez, CA 94553  
exp 3 / want 1,2,3,5 / offer 1,3,4.

Marilyn Bagshaw, 45, 383-8218 exp 3 / want 1 / offer 3,4.

Dominique J. Beccat, 35, (415) 949-0217 eves; (408) 435-8705 days  
exp 3 / want 1,3,5 / offer 1,3,4,5.

Shelley, 32, 2870 Singing Rain Pl., San Jose, CA 95127  
exp 2 / want 1 / offer 1,4,5.

Elaine, 43, (408) 997-3670 exp 2 / want 1,5 / offer 1,4,5.

Anne Cardenas, 40, (415) 752-6807, 198 23rd Ave., San Francisco, CA 94121  
exp 2 / want 1 / offer 1,3,4.

Debbie Philipp, 30, 5001 Gravenstein Hwy. No., Sebastopol, CA  
exp 2,3 / want 1 / offer 3,4.

Michele Martin, 22, (408) 268-8216 exp 2 / want 1 / offer 3,4.

Barbara Bell, (415) 933-3660 exp 2,3 / want 1,2,3,5 / offer 1,3,4.

Michelle Belden, 30, (415) 323-9676 home; 321-9677 work  
exp 2 / want 1,3 / offer 3,4,5.

Debby, 26, (408) 446-4861 exp 1 / want / offer 5.

Laura, 30, 191 Harder Rd. #29, Hayward, CA 94544  
exp 2 / want 1,4,5 / offer 3,4,5.

Mange Kaiser, 39, P.O. Box 242, San Anselmo, CA 94980  
exp 1 / want 2 / offer 3,4.

Karen Loida, 27, (209) 389-0703, 1715 Zinfandel, Lodi, CA  
exp 2 / want 1 / offer 1,3.

Karen Sanders, 44, (415) 454-4128 exp 2 / want 1 / offer 5.

Joann McDonnell, 32, (408) 554-9940 exp 4 / want 1 / offer 3,4.

Kathy Hickman, 32, (408) 554-9940 exp 3 / want 1 / offer 3,4.

Pam, 40, 454-3000 message exp 3 / want 1,2,5 / offer 3.

Cindy, 29, 346-8879 exp 4 / want 1,3 / offer 1,3, navigation.

Ms. Sam Fisch, 46, 1-800-426-0337/(206) 281-0734, P.O. Box 70473, Seattle, WA 98107  
exp 2,3 (Puget Sound, Canada) / want 5 / offer 1,3,4.

Ona Schissel, 37, 391-8435 work; 924-6381 home, 220 Bush #932, San Francisco 94104  
exp 2 / want 1,2,5 / offer 4,5.

Judith Haglund, 37, 641-7284, P.O. Box 77403, San Francisco 94107  
exp 1 / want 1 / offer 3,4.

Susan Hall, 41, 524-7939 exp 2 / want 1 / offer 4,5.

Alexa, 36, 522-7422 or 571-0763 exp 2 / want 1 / offer 4.

Chris Leonard, 36, 1160 Dunsmuir Place, Livermore, CA  
exp 1 / want 1 / offer 4.

Sylvia Frank, 45, (415) 345-1122 exp 3 / want 1,3,5 / offer 1,3,4.

Jeannine Fowler, 40, 386-1806, 491 23rd Ave., San Francisco, CA 94121  
exp 2 / want 1,2,3,4,5 / offer 1,3,4,5.

Jane Gruisby, 48, 747 Belmont Pl. E. #202A, Seattle, WA 98102  
exp 3 / want 3,5.

Barbara Curtis, 48, P.O. Box 123, Larkspur, CA 94939  
exp 3 (from Seattle) / want 2,3,5 / offer 1,3,4.

Shari Coliom, 27, P.O. Box 4787, San Francisco, CA 94101  
exp 1 (some) / want 1,5 / offer 3,4,5.

Lynda Bissell, 35, 381-8621 home; 474-8800 work exp 2 / want 1 / offer 5.

Marina, (415) 381-0123 exp 3 / want 1.

Beth Palaske-Meyer, 27, 523-9600 exp 2,3 / want 1 / offer 3.

Therese, 27, 4826 Park Blvd., Oakland, CA 94802 exp 2 / want 1 / offer 3,4.

Laurie Homberger, 32, (415) 783-4942 exp 3 / want 1,2,5 / offer 1,3,4.

Lynn Horn, 36, (415) 387-5479, 754 36th Ave., San Francisco, CA 94121  
exp 2 / want 1,2,3,4 / offer 1,3,4.

Donna, 40s, (916) 957-8358, 3591 Quail Lakes Drive #199, Stockton 95207  
exp 1 (some prior to '78) / want 1.

Laine, 35, 921-5620 exp 1 / want 1 / offer 4,5.

Virginia Stockinger, 28, (415) 897-3212 exp 3 / want 1 / offer 3,4.

Jean, 36, P.O. Box 103, Paradise, CA 95969 exp 1 / want 1 / offer 3,4.

Maggie, 40, (408) 257-8880 exp 1 / want 1,5 / offer 1,3,4.

Dena, 40, (415) 945-1053 exp 2,3 / want 1 / offer 3,4.

Dawn (aka Super-Dawn), 21, 3235 N. Fruit #F, Fresno, CA 93705  
exp 1 / want 1,2 / offer 4,5.

Marti, 39, 332-4398 exp 1 / want 1,3,5 / offer 1,3,4.

Peggy Sands, 30, 2032 Oak Avenue, Santa Barbara, CA 93101  
exp 1 / want 2 / offer 3,4,5.

Melody Rae Baldwin, 34, P.O. Box 9792 Mills College, Oakland, CA 94813  
exp 1 / want 1 / offer 4.

Kathryn, 36, (415) 331-5141 exp 2 / want 1,5 / offer 1,4,5.

Bobbie, 44, (415) 830-1155 work exp 3 / want 1 / offer 3,4,5.

Lisa, 28, 849-3993, 203 Madison, Oakland, CA 94607  
exp 1 / want 1,4,5 / offer 3,4.

Donna Brandstrom, 41, (415) 228-3327 exp 3 / want 1 / offer 4,5.

Anna, 30, 334-8862 exp 2 / want 1,5 / offer 1,3,4.

### COUPLES TO CREW ON CRUISING BOATS

Randy Hendricks and Karen Taylor, 27 & 35, (415) 558-8683 home  
exp 3 / want to crew on coastal trip, any points between S.F. and San Diego, one week or less, share expenses.

Christian and Aurelia (French couple), 34 & 29, (819) 460-0630, c/o Jim Urdahl, 6337 Budlong Lake Ave., San Diego, CA 92119  
exp 4 / want to cruise So. Pacific, Australia, Indian Ocean / offer 4, celestial navigation, languages-French, English, Spanish, knowledge of Marquesas Is. & Tahiti.



# 1986 CREW LIST

## COUPLES TO CREW — CONT'D.

Kathy O'Loughlin and Marc Whitman, 31 & 36, (415) 584-7059 ..... exp 3 / want 1,5 / offer 3,4.  
 Dick and Pilar Clark, 50 & 44, (415) 692-1614 ..... exp 1,2 / want 1 / offer 2,3,4.  
 Robert Teytaud and Jennifer Rabalais, 41 & 32, (707) 576-9362, 4449 Bennett View Dr., Santa Rosa, CA 95404 ..... exp 4 / want 2 / offer 1,3,4.  
 Mark Creedon and Alic Swinton, 29 & 25, 383-7375 home, 956-4394 work, 512 Park Way, Mill Valley ..... exp 2 / want 1,3 / offer 2,3,4.  
 Ted and Debbie Froyland, 41 & 32, (415) 693-2129 ..... exp 1&3 / want 1 / offer 2,3,4.



## MEN WITH BOATS LOOKING FOR CRUISING CREW

David Izaut, 43, (415) 948-3545, Ericson 27, Bay & Coastal year round ..... wants 2 / should 3.  
 Kevin Nelson, 50, Box 621 c/o PMS, 2604 Canon St., San Diego 92106, 33' ketch, So. Pacific, 5/15/88 ..... wants 2 / should 2,3,7,8.  
 Tom, 26, (415) 534-3758, '74 Gulfstar 41', So. Cal/Monterey, mid-summer ..... wants 2 / should 1,3,8.  
 Don Dackins, 58, 921-8102 home; 449-4011 work, 41' ketch, offshore & Puget Sound, 7/21/88 ..... wants 3 / should 1,2,3.  
 Bob, 39, (415) 625-9823, 31' trawler yacht, Delta & Bay, weekends all year ..... wants 2 / should 1,2,7,8.  
 Rik Holly, 38, 1-(206) 762-1324, Box 924, Seahurst, WA 98082, Cheoy Lee 42' schooner, San Juan Islands, 8/86-9/86 ..... wants 2 / should 1,3,7,8.  
 Larry Eystad, 44, P.O. Box 1051, Mill Valley, CA 94942, 42' ketch, Delta & Bay, summer '86 ..... wants 2 / should 1,3,7.  
 Alan R. Dohner, 30, Box 6101-1100, San Luis Obispo, CA 93409, 45' motor-sailer, world cruise: Caribbean, Med., Indonesia & Aust.-Hawaii, late '86-early '87 ..... wants 2 / should 3,7,8. Bring a girlfriend. All expenses paid. Each lady will be assigned job; cooking, cleaning, wash, and on deck.  
 Claude Stofer, 39, (415) 465-3394, 39' sloop, Bay & Delta, all summer or any part thereof ..... wants 2 / should 3,7.  
 Ron Weed, 53, 3003 W. Olive Ave., Burbank, CA 91505, 32' Tradewind sloop, Florida Keys, Bahamas, Virgins, winter '88 (boat in Tampa, FL) ..... wants 2 / should 1,2,3,7,8.  
 Allan Wilson, 41, (415) 387-0212, Cal 20, Bay Area only ..... wants 2 / should 1,2,3,8.  
 Phil Harten, 56, P.O. Box 3372, Vallejo, CA 94590, Freedom 21, Bay, Delta & coast, after 4/15/88 ..... wants 2 / should 2,3,7,8.  
 W. Rick, 87, P.O. Box 31206, Honolulu, HI 96820, Columbia 34, San Francisco, 6/1/88 ..... wants 3 / should 1,2,3.  
 Michael Malone, 48, 321-7719 home, 652-7348 work, Niagara 31, Bay year round, coastal summer ..... wants 2 / should 1,2,3,4.  
 Rob, 165 Marguerite Ave., Mill Valley, CA 94941, 45' motorsailer, cruise to eastern U.S. & up the east coast, then Europe, the canals of Europe & parts of the Mediterranean. Leave in 2 years. .... wants 2 (late 30's to mid-50's) / should 2,3,4,5,6 welcome, but not required, 7,8 (look fair).  
 Joe Brown, 42, 869-3222, 27' Catalina, Bay & Delta ..... want 2 / should 3.  
 Ron White, 37, P.O. Box 2252, Santa Cruz, CA 95063, Cal Cruising 30, Mexico-Acapulco, 1 Feb. from San Diego ..... wants 3 / should 1,3.  
 Don McNabb, 46, P.O. AS, Brisbane 94005, (415) 872-2325, 45' steel ketch, southern oceans/Bay, 1989 ..... wants 2 / should 2,3,7,8.  
 Jerry E. Carter, 53, (415) 620-3447 office, (415) 638-2651 home, 121 S. Hartz Ave., Danville, CA 94528, 70' Rhodes motorsailer, Canada, Mexico, Hawaii, July 1, 1988 ..... wants 3 / should 1,2,4,6.  
 Prasadam Flores, 31, P.O. Box 6146, Santa Cruz, CA 95061, 40' staysail ketch, So. Pacific & beyond, July 86 ..... wants 2 / should 1,3,7,8.  
 Richard, 49, 55 Sutter #17, San Francisco, CA 94104, 30' sloop, Delta, coastal, all summer ..... wants 2 / should 3,7,8.  
 Bob Grinstead, 62, 934-7424 home; 944-2077, chartered-expense shared, around Bay, daysailing, now & then ..... wants 3 / should 1,3.  
 John Pitkin, 38, (415) 628-2438, Catalina 30, Delta, Bay, coast, July ..... wants 2 / should 1,3,7.

## MEN WITH BOATS — CONT'D.

Marten Von Jena, 45, P.O. Box 1192, Soquel, CA 95073 or Santa Cruz Y.H. 'L' dock, 40' Polynesian catamaran, Tahiti, early 5/86 ..... wants 2 / should 2,4,5,7.  
 Stan Starkey, 49, (415) 422-0296, Cheoy Lee Offshore 40, Bay, Delta & Channel Islands, fall '86 ..... wants 3 / should 1,2,3.  
 Jim, 38, (415) 364-4309; 368-1622, new 51' ketch, local & West Coast, now ..... wants 2 / should 3,7.  
 Jim, (415) 364-4309; 366-1622, new 51' ketch, world cruise, 7/67 ..... wants 2 / should 3,7.  
 Ian Reeves, 35, 922-1124, Columbia 28, locally, all year, sometimes weekdays ..... wants 1 / should 1,3,7.  
 Ray Hutcherson, 45, (415) 368-5125, Pete's Harbor, #B26, Vega 27, Mexico, So. Pacific, 9/1/86 ..... wants 2 / should 1,3,7.  
 Jim Olson, 40, 383-9499, Tartan 34, Bay, summer & weekends ..... wants 2 / should 1,7.  
 Ralph E. Hatch, 50, (415) 237-0590, 35' Challenger sloop, Mexico, fall ..... wants 2 / should 2,3,7,8.  
 Rick Berby, 52, (415) 332-2472, 37' Islander pilothouse sloop, Bay, coast & Delta, throughout season ..... wants 2 / should 1,7,8.  
 David Howard, 37, (415) 751-6506 home; (415) 989-6700 work, Sparkman & Stephens Hughes 38, around the Bay, spring & summer ..... wants 3 / should 1,3.  
 Dave Lastufka, 44, (415) 233-9405, Cal 40, Canada-Vancouver, 5/1/86 ..... wants 3 / should 3.  
 Bob Neal, 40, (707) 746-5553, Jeanneau 32, Channel Islands, late Sept-early Oct. .... wants 3 / should 1,3,8.  
 Dudley Peters, 47, (408) 727-8132 work; (408) 258-3987 home, Islander 30 Mark II, social sail the Bay & Delta ..... wants 1,2 / should 2,3,7,8.  
 Lanny Dalse, 34, P.O. Box 11774, Lahaina, HI 96761, CT38 sloop, Perth, Marshalls, Fiji, etc., 6/88 or 7/86 ..... wants 2 / should 1,2,3,5,7,8.  
 Graham, 30, (415) 654-9165, 30' sloop, Mexico, November ..... wants 2 / should 1,2,3,7,8.  
 Darryl, (408) 773-9069, Hunter 31, Bay/Half Moon Bay ..... wants 2 / should 7,8.  
 Gino Pelle, 49, 845-1982, 3000 Colby St. #304, Berkeley 94705, Swan 43, Bay, Delta & coast ..... wants 3.  
 Doug Groom, 41, (408) 226-8225, Pacific 30, local ocean, Bay & Delta, Saturdays + 3-4 days ..... wants 2 / should 1,2,3,4,7,8.  
 Dieter Platz, 43, P.O. Box 12011, El Cajon, CA 92020, 37 Cutter, So. Pacific, Australia, late '86 ..... wants 2 / should 1,3,7.  
 Howard Gates, 40, (408) 257-4325, P.O. Box 3184, Saratoga, CA 95070, Catalina, Bay, all year ..... wants 2 / should 3,7,8.  
 Howard Grant, 40, (408) 867-5298, Morgan 32, Caribbean, 8/86 ..... wants 2 / should 1,3,7,8.  
 Evard Grabe, 41, (415) 791-1937; (805) 984-0865, 38' ketch, Mexico & So. Pacific, Nov., Dec. .... wants 2 / should 1,3.  
 Ric Elserling, 40, (408) 475-5397, P.O. Box 5186, Santa Cruz 95063, Vega 27, Channels, Mexico, Aug. or Nov. .... wants 2 / should 1,2,3.  
 Rod Schoentank, 64, 861 Felton Empire Rd., Felton, CA 95016, Newporter ketch 40', Mexico, Hawaii, circumnavigation, fall '88 wants 2 / should 1,2,3,7.  
 Nabil B. Faragallah, 40, (415) 858-3508, 46 custom staysail ketch, open-ended circumnavigation, 5/15/88 ..... wants 3 / should 1,3,8.  
 Al MacDiarmid, 53, (408) 258-8586 work, Freedom 28, Mexico, 9/86 ..... wants 1 / should 1,3,7.  
 Sy Gold, 52, (918) 753-2001, Ranger 23, Bay & Delta, spring, summer, fall ..... wants 2 / should 1,3,7,8.  
 Roger Allen, 35, P.O. Box 813, Freedom, CA 95019, Alberg 28, Hawaii & beyond, July ..... wants 3 / should 3.  
 Bob Peterson, (415) 321-4786, 38' sloop, So. Pacific, 4/88 (8 mos. RT) ..... wants 3 / should 1,4 (enthusiasm, good attitude).  
 Richard Steinke, P.O. Box 2103, Sausalito, CA 94966, 45' sloop, So. Pacific/China, '88-89 ..... wants 3 / should 1,2,3,4,7,8.  
 Bob Bell, 34, 862 Southampton Rd. #158, Benicia, CA 94510, Farallon 30, Bay & Delta, summer Mexico, 11/88 ..... wants 2 / should 1,2,3,7.  
 Frank Johnson, 37, 1152 Commerce, Longview, WA 98032, 36' Cascade cutter, Mexico, Australia, 7/88 ..... wants 2 / should 1,2,3,7.  
 John F. Bowman, 38, (714) 646-2671; (714) 875-7056, Mariner 31 ketch, Mexico & So. Pacific, 11/1/86 ..... wants 2 / should 1,2,3,7,8.  
 Paul May, 36, (415) 366-8098 home; (415) 852-4730 work, Herreshoff, Bay, Delta & coast, year-round ..... wants 2 / should 1,2,3,7.



# CRUISING & DAYSAILING

## MEN WITH BOATS — CONT'D.

### CODE

My boat is a \_\_\_\_\_  
 I plan to sail to \_\_\_\_\_ (Mexico, Hawaii, etc.).  
 On this date \_\_\_\_\_

I am looking for crew:

- 1 = That is male
- 2 = That is female
- 3 = Whose sex is unimportant

My crew should:

- 1 = Be willing to share expenses such as food and fuel
- 2 = Be willing to bust butt preparing the boat
- 3 = Have more desire than experience
- 4 = Have lots of ocean experience
- 5 = Know celestial navigation, *really* know it
- 6 = Have mechanical skills for engine, etc.
- 7 = Be unattached and unopposed to the possibility of a friendship blossoming
- 8 = Look good in a bikini

## MEN WITH BOATS — CONT'D.

Frank Fahey, 67, (619) 224-3833, P.O. Box 6642, San Diego, CA 92106-0642, Islander-Freeport 41, S.D., S.F., Sacramento Delta & possibly Puget Sound, 5/1/66-10/1/66 ..... wants 1,2,couple / should 1,3,7,8.  
 Don Campagna, 50, 681-9306, 26' custom sloop or Rawson 30, Bay & Delta, open ..... wants 2 / should 1,2,3,7.  
 Chuk Williams, 38, (619) 223-1440, P.O. Box 6113, San Diego, CA 92106, 40' S&S yawl, Mexlco-So. Pacific, winter '66-'67 ..... wants 2 / should 1,2,3,7,8.  
 Mike Smith, 41, (213) 519-9895, 21738 S. Avalon #77, Carson, CA 90745, 26' trimaran Globemaster, So. Pacific, 12/66 ..... wants 2 / should 3,7,8.  
 Herb Potter, 48, 35 Cove Rd., Belvedere, CA 94920, 62' sloop, Caribbean-Europe, 9/66 for 3 years ..... wants 3 / should 2,4,6.  
 Paul, 53, P.O. Box 161, Livermore, CA 94550, Columbia MKI (26'), Bay & Delta ..... wants 2 / should 2,3,7.  
 Eddie Alexander, 44, P.O. Box 663, Redwood City, 94064, Freeport 41, Mexlco, So. Pacific, 11/66 ..... wants 3 / should 1,2.  
 Phil Loyd, 50, P.O. Box 481, Belmont, CA 94002, Catalina 27, locally, Bay & Delta, always ..... wants 2 / should 1,3.  
 Johnny Ramos, 60, Yate Day Chihuahua, c/o Port Capitan, La Paz, BCS, Mexlco, Falmouth Cutter, Mexlco, all of '66 ..... wants 2 / should 1,3,7.  
 Robert Tlews, 36, P.O. Box 4526, Vallejo, CA 94590, Westsail 32, So. Pacific, Australia, June ..... wants 3 / should 1,3.  
 Bill, 58, 388-5211, 34' aux. sloop, Bay, coast, Mexlco, ?, 5/66 ..... wants 2 / should 2,3,7.  
 Rod Terry, 45, (415) 684-2136, 35' ferro-cement ketch, Hawaii, 5/1/86 ..... wants 2 / should 1,3,7,8.  
 Tom Appleton, 55, P.O. Box 991, West Sacramento, CA 95891, True North 34, Delta, So. Pacific, '67 ..... wants 2 / should 1,2,7.  
 Lou Ickler, 48, (415) 421-6934, 550 Battery St., San Francisco, CA 94111, Morgan 38, Kauai, HI-S.F., 8/86 ..... wants 2,3 / should 2,3,5(helpful, not req.).  
 Jim Kennedy, 60, (605) 968-8847, 40' cutter, Hawaii, June ..... wants 3 / should 1,2,4,5.  
 George Spelvin, 42, Box 51054, Palo Alto 94303, Cape Dory 30, Hawaii & points west, 9/13/86 ..... wants 2 / should 2,7.  
 Tim Hawkins, 29, (408) 373-6245 #233, Suite A, 177 Webster St., Monterey, CA 93940, 28' sloop, Islands, Mexlco winter of '66, winter '66-67 ..... wants 2,3 / should 2,7.  
 Robert Jaye, 38, (213) 306-8429, 13953 Panay Way, Marina del Rey, CA 90292, 27' Cheoy Lee Offshore, Catalina & Channel Islands, anytime ..... wants 2 / should 1,3,6,7,8.  
 Herb Harris, 60, Box 6066, Santa Barbara, CA 93160, Catalina 30, Mexlco '87, practic cruise So. CA area spring '86 ..... wants 2 / should 1,3,7.

Ray Young, 57, (415) 697-3229, Cal 2-24 sloop, Delta, SF Bay, coastal, 1966 ..... wants 1,2,3 / should 1,2,3,7.  
 Steve Ray, 27, 366-9343, P.O. Box 2331, Redwood City 94064, Cavalier 39, Monterey, Delta, after June ..... wants 3 / should 1,2,7,8.  
 Arnold, 65, P.O. Box 233, Avila Beach, CA 93424, antique power vessel, Bay & Delta, June ..... wants 2 / should 3,7.  
 Simon Elman, 40, (707) 996-1954 message, Great Dane 26 sloop, Mexlco & ?, 10/66 ..... wants 2 / should 1,2,3,7.  
 Herb Lundin, 45, (406) 436-6550 work, P.O. Box 2064, Santa Cruz, CA 95063, Catalina 30, Channel Is., Mexlco, Mexlco 12/66 ..... wants 2 / should 1,3,7,8.  
 Steve 29, (415) 364-3636, Rawson 30', Central America, 9/15 ..... wants 3 / should 1,2,3,7,8.  
 Kirk Taylor, 29, 233-6017, Erickson 35, Bay & Delta ..... wants 2 / should 2,3.  
 Chuck Yeager, 50, (605) 642-4597, 65' Monk powerboat, Mexlco/Caribbean, March/April ..... wants 1,2,3 / should 1,2,3,6,7,8.  
 Bob Peterson, 46, (415) 321-4766, C&C 38, So. Pacific, 4/66 ..... wants 3 / should 1,2,3,4,6.  
 Fred Quigley, 51, (707) 554-1156, Catalina 30, Vallejo to the Bay, all year ..... wants 2 / should 2,3,7.  
 Bob, 38, (707) 554-1611, 2020 Glen Cove Rd., Vallejo, CA 94591, local, Hawaii ..... wants 2 / should 3, slim, fun-loving, non-smoker.  
 Charlie Smith, 47, (206) 926-3162, P.O. Box 53, Joyce, WA 98343, 43' steel schooner, New Zealand, Australia, all way around, mutual decision on date ..... wants 2 / should 2,3,7.  
 Andrew Fielsher, 32, 6070 Park Villa Cir., Cupertino 95014, 40' ketch, So. Pacific, Med., Caribbean, 6/15 ..... wants 2 / should 1,2,3,7.  
 Jim, 40, (415) 563-2051/467-9402, Passport 42, Bay, Channel Is., Bay weekends, Ch. Is. Aug ..... wants 2 / should 3,7.  
 Phil Giola, 39, (415) 921-1797, Columbla 31 sloop, Delta, Tomales Bay, Santa Cruz, summer '66 ..... wants 2 / should 1,2,3,7,8.  
 Bill Lewis, 39, (415) 331-7195, Ericson 35, locally, anytime ..... wants 2 / should 1,2,3,7,8.  
 Bob Troy, 39, (707) 554-1611, 2020 Glen Cove Rd., Vallejo 94591, '62 Hunter 33, Hawaii, 5/66 ..... wants 2 / should 1,2,3,7,8.  
 James Wallace, 55, (619) 426-2199 eves. 6 p.m.-12, Cal 30' full keel, Mexlco, Hawaii, Caribbean, fall '66 ..... wants 3 / should 1,3.  
 Richard Harms, 48, P.O. Box 60104, San Diego, CA 92138-0104, 31' Searunner sail, Mexlco-Hawaii, 5-6/66 ..... wants 2 / should 1,3,7.  
 Carl, 47, (415) 654-2791, Nantucket 33 sloop, Mexlco-Costa Rica, fall '66 ..... wants 2 / should 1,2,3,7,look good.  
 Richard Saffholm, (916) 638-3033, 2472 Berrywood Dr., Rancho Cordova, CA 95670, 42' or 50' charter in Caribbean (Tortola/St. Vincent), 6/2-17, others as arranged ..... wants 2,3 / should 1,3,7,8.  
 Ray McEneaney, 39, (406) 234-6203, 30' sailboat, around Bay, Santa Cruz, & Delta ..... wants 2 / should 1,3,7.  
 Joe Paul, 36, 339 Boynton Ave., San Jose, CA 95117, 41' gaff rig cutter, CA coast, Santa Cruz, May ..... wants 2 / should 2,3,7,8.  
 Hans van Boldrik, 35, P.O. Box 2038, Sausalito, CA 94966, Cal 29, Mexlco, October ..... wants 2,3 / should 1,4,5,7,8.  
 Rick van Osten, 41, (415) 673-7374, 37' custom sloop, Mexlco & south, fall '66 ..... wants 2 / should 3,7,8.  
 Greg Stach, 39, P.O. Box 1658, Sausalito, CA 94966, 39' cutter, CA coast, Channel Islands, Sept. .... wants 2 / should 1,2,4,7.  
 Jack Clarke, 46, Box 635, Newhall, CA 91321, S&S 40, Mexlco & beyond, 11/15/66 ..... wants 2 / should 1,2,3,7.  
 Bruce Conzelman, 47, 956-1699, Cal 2-27, daysailing, Bay, Delta, social cruising ..... wants 3 / should 3 or 4,8.  
 Bob Fremont, 28, P.O. Box 6401, San Diego, CA 92106, 38' Atkins Ingrid ketch, Mexlco & So. Pacific, winter '66-67 ..... wants 2 / should 1,2,3,7,8.  
 David Lord, 37, P.O. Box 543, Moss Landing, CA 95039, Islander 33, Alaska (S.E.), 1st week in 5/66 ..... wants 2 / should 1,3,7.  
 David Lord, 37, c/o Gen. Delivery, Sitka, Alaska with note 'hold for arrival', Islander 33, thru S.E. Alaska, 6/86— ..... wants 2 / 1,3,7.  
 Rick Seapeace, 39, (415) 459-2913, 40' Peacenavy pilothouse cutter, prevent war, protect environment, spring-summer '66 ..... wants 3 / should 1,2,3,4,5,6,7.  
 Ray Jason, 39, (415) 567-2874, Farallon 29, Mexlco, 11/87 ..... wants 2 / should 3,7,8.  
 Tom Bradshaw, 44, (415) 368-8476, P.O. Box 3166, Redwood City, CA 94064, 34' ketch, Bay, coastal, etc.(local), spring, summer, fall ..... wants 2 / should 1,2,3,7.  
 Paul Edell, 40, (406) 985-7613, 3500 Eden Dr., Santa Clara, Endeavor 37', fly to French Polynesia, then bareboat 2 weeks, neg. 10/66-11/66 (I own boat in charter) ..... wants 3 / should 1,3.



# 1986 CREW LIST

## MEN WITH BOATS — CONT'D.

Stephen Cannon, (707) 646-4146/646-2484 work, P.O. Box 7222, Vallejo, CA 94590, Cal 40, Channel Islands, 1st week 7/86 ..... wants 3 / should 3.

## WOMEN WITH BOATS LOOKING FOR CRUISING CREW

Nancy Schwartz, 43, (916) 422-7184, Catalina 30, San Francisco Bay, winter & summer ..... wants 3 / should 1,2,4(some exp.)  
Carole, 41, (406) 733-6385, Ericson 32, Bay, all year, weekdays Mon., Thurs. & Friday ..... wants 1,2,3 / should 1.  
Lee, 36, (415) 653-4216, 28' Int. Folkboat, Bay Area, Delta, year-round ..... wants 3 / should 1,7.

## COUPLES WITH BOATS LOOKING FOR CRUISING CREW

Lans and Monica Hays, (415) 965-2953, 36' ketch Anglieman design, Bay, Delta, north to Pt. Reyes, south to Monterey, daysailing until we know the crew ..... want 3 / should 2, some exp.  
Steve and Juanita, 31, (415) 331-1303, Westsail 32, Mexico 12/66, Marquesas, Societies 3/67 ..... wants 3 / should 1,4,6.  
Carl W. Wilson, 42, first mate Susan, (415) 367-0212, 45' Lancer, Mexico, 6/86 ..... want 2 or couple(male/female) / should 1,2,4(some),5.  
Bob and Jean, 45, P.O. Box 9060, Stockton, CA 95206, Triumph Tri, Delta, weekends ..... want 3 / should 1,3.



## SOCIAL / DAYSAILING CREW LIST

The purpose of the Social/Daysailing list is fourfold: to offer a low-intensity entry into the sailing world for people without much experience; to offer a taste of sailing to nonsailors to see if they like it; to provide sailors with a chance to meet new friends; and to give everybody the chance to just go out and enjoy sailing in a relaxed, nonthreatening atmosphere.

There are no "best" ways to use the lists in this section, but there are variations. One is for one or two folks on the "looking to daysail list" to call up one or two others and form a little group. Then a spokesperson for the group could call up prospective boat owners, letting them know that in return for a day on the Bay, your group would happily provide food and drink.

Good luck!

## MEN LOOKING TO DAYSAIL

Chris Smith, 42, (408) 723-3828 home, (408) 399-6303 work, P.O. Box 2131, Los Gatos, CA; Patrick Smalley, 36, P.O. Box 620, Willits, CA 95490; Joe Taylor, 29, 845-6171, 2807 Shattuck #8, Berkeley, CA 94705; Frank Magnotta, 39, (415) 422-7285 days; (415) 947-1463 eves; Merle Maxwell, 42, 529-7209, 1009 Huntington Dr., Modesto 94350; George C. Collier, 41, P.O. Box 153,

## MEN TO DAYSAIL — CONT'D.

Farmington, CA 95230; Edward H. Voigt, 59, (415) 781-5092; Charles 'Chuck' Lamoureux, 36, (415) 323-1701/321-3116, P.O. Box 61043, Palo Alto 94306; Jonathan Taylor, 38, 346-2236; Bob Biles, 35, (408) 462-6245 days; Paul Young, 26, (408) 733-8322; Steve Fisher, 27, (408) 733-8322; David West, 29, (408) 253-3610, 20900 Homestead Rd. #E-1, Cupertino, CA 95014; Phillip J. Moe, 60, (408) 374-0875, 1145 Capri Dr., Campbell, CA 95008; Gary L. Gray, 40, (415) 893-4360; Rod Teter, 33, (415) 428-2114, 7 Captain Dr. #301, Emeryville, CA; Glenn Hackemer, 27, (415) 348-8373 work; 349-9479 home, 788 Edgewater Blvd., Foster City 94404; Raul Junco, 30, (415) 668-3278, (415) 285-7711; Romeo Danals, 39, 287-9150, P.O. Box 8431, San Jose, CA 95155; Jon Forrest, 32, (415) 548-3211; J.P. O'Neill, 39, P.O. Box 2354, Martinez, CA 94553; Vince Pastore, 21, (408) 996-9788; Robert Tim, 40, P.O. Box 1052, Sausalito 94966; Scott Keck, 27, 673-6140 or 872-5230; Urban J. Buescher, 43, (415) 359-7524; Ralph E. Hatch, 50, (415) 237-0590; Willy Rorke, 34, (415) 447-6039; Charlie Thompson, 33, (415) 626-9061; Paul M. Gore, 28, (415) 589-8389 home, (415) 887-7764 work; Matthew Bonarek, 27, 930-8243; Al MacDiarmid, 53, (408) 256-8588 work; Bob Jehle, 27, (415) 828-9670, Dublin, CA; Jon Marting, 33, (415) 331-8009; Jeff Gorris, 30, 462-0358; Frederic Carter, youthful 51, (415) 369-3890; John Stonich, 38, (408) 971-2002 office; (408) 353-3948 home; Steve Pringle, 31, (408) 462-0358; Steve Gilcrest, 31, (408) 255-5840, (415) 283-8562; Rick Kowall, 47, 835-4230 days; Jens P. Jensen, 37, (308) 991-4581 work; (415) 969-2313 home; Andre Skujins, 27, (415) 895-9014, 2600 San Leandro Blvd. #1608, San Leandro, CA 94578; David Steven Sokolowski, 29, (415) 381-2991; Judd Allyn, 36, 821-0917 home; 781-9800 office; Greg McCarthy, 28, (408) 253-5475; Ralph, 40, (415) 455-4182; Joe Riemer, 34, (408) 238-0998; Ken Karda, 40, (415) 530-8389 home; (415) 768-7003 work; Walt Tracinski, 37, (408) 725-8236 home, (415) 852-5134 work; Allan McKee, 42, (415) 537-1619; Ray Young, 57, (415) 897-3229; Scott Hewett, 31, (707) 576-0519; Dennis Minnick, 38, 564-9498; Greg Fuller, 33, 383-2412, 322 Via Recondo, Mill Valley 94941; Pascal Sisich, 27, (415) 323-9920; Larry C. Catron, 36, (408) 984-3809; Andrew Brooks, 27, 630 Encino Dr., Morgan Hill, CA 95037; Richard Frankhuizen, 27, (415) 372-7073 home, 939-3000 work; Ken Krone, 40, 325-3614; Steve Baldwin, 31, (415) 841-4975 work; 665-2175 home; Thomas J. Condy, 25, (408) 257-8538; Roger Franklin, 38, (415) 826-9230; Bob Clucci, 40, (916) 455-8435, 3901 R St., Sacramento, CA 95819; Gary Kennedy, 26, (415) 962-8222; Sandy Kogan, 30, (408) 458-0683; Rhett Wigen, 30, 821-9660; Dennis Desprois, 39, 821-3843 or 468-3700; Rick Seapeace, 39, (415) 459-2913; Bob Naber, 29, (415) 323-5639; Richard Saffholm, (916) 638-3033, 2472 Berrywood Dr., Rancho Cordova, CA 95670; Rob Rynski, 29, 180 Noe St., San Francisco, CA 94114-1244; Jim Simas, 36, (408) 288-7623; Malcolm McEwen, 29, (408) 354-6909, 16660 Cypress Way, Los Gatos 95030; John E. Miller, 35, (415) 522-3350; Gordon Hoehle, 25, 928-1553; Lonnie Martin, 38, 642-6687 daytime; Brian Chang, 30, 627-8349 work; 355-1064 home; Jeff Zander, 32, (415) 276-9123, 1597 Via Lucas, San Lorenzo, CA 94580; Michel Seaman, 21, 1653 Matheson Rd., Concord, CA 94521; Greg Eiche, 27, (415) 326-4996 home, (415) 323-8111 ext. 2956 work; Mike Scharf, 30, (415) 791-8473, 648 Orangewood, Fremont, CA 94536; Simon Wilders, 29, (408) 986-6222 days, (408) 947-7571 eves; Dale Speroni, 45, 552-2426, 41 Lyon, San Francisco 94117; Roger Kassebaum, 42, (415) 383-2516; Ted Abbott, 35, 221-1520 S.F.; John Roemer, 35, (415) 593-0686; Joel Waldman, 57, (415) 326-0560, 623 Lytton Ave., Palo Alto, CA 94301; Mike Heiner, 27, 868-1720/331-8149 message; Sherwin Harris, 48, (415) 967-2187; Jim Byrne, 44, 869-3222; Robert Frank, 45, P.O. Box 11651, San Francisco, CA 94101.

## WOMEN LOOKING TO DAYSAIL

Eilaine, 43, (408) 997-3670; Christie B., 30ish, (916) 486-0826; Shelley, 32, 2870 Singing Rain Pl., San Jose, CA 95127; Alexandra Dixon, 29, (415) 563-3036 home, (415) 398-2151 work; Michelle, 25, 665-9169; Gayle, 40, 676-6272 (9-11 a.m. only), 1920 Monument Blvd. #528, Concord, CA 94520; Barbara Bell, (415) 933-3660; Tanya L. Hildebrand, 35, 568 Howard St., Suite 300, San Francisco, CA 94105; D.J. Olken, 32, 776-7974; Sandra Troy, 35, (415) 372-0144, P.O. Box 2066, Martinez, CA 94553; Grace DeGeorgis, 40, 932-1142; Diana, 37, 232-4247; Dominique Ferrand, 29, (415) 668-2838; Anne Cardenas, 40, (415) 752-6807, 196 23rd Ave., San Francisco, CA 94121; Dianne S. Holmes, 36, (415) 943-7510; Mary, 36, 934-5144; Michelle, 25, P.O. Box 481, Belmont,



# CRUISING & DAYSAILING

## WOMEN WITH BOATS WILLING TO TAKE DAYSAILORS

Nancy Schwartz, 43, (916) 422-7184; Bonnie, 43, (408) 429-1924; Sally Jackson, 42, (415) 834-8921; Dianne S. Holmes, 36, (415) 943-7510;

## WOMEN TO DAYSAIL — CONT'D.

CA 94002; Pat Gibson, 42, 372-7258; Paloma, 33, 921 Western Dr., Santa Cruz, CA 95060; Laurie, 26, 632-6031; Eva, 35, (415) 632-6031; Elizabeth Crowley, 35, 552-7440, 815 Buena Vista, San Francisco 94117; Michelle, 30, (415) 323-9676 or 321-9677; Marilyn, 45, 383-8218; Dianne, 47, (415) 322-7683; Nancy Nay, 42, 479-6729 home, 479-6212 work, San Rafael; Linda J. Barnard, 30, (415) 443-8229 home, (415) 422-2459 work; Lee Davis, 36, (408) 720-8837 home, (415) 882-8469 work; Susan, 41, (408) 353-3636; Barbara Fitzgerald, 34, (415) 349-6279; Victoria C., 38, 332-3168 leave message; Jan Watson, 46, (415) 724-8034; Joan M. Columblini, 28, (415) 928-1553, 1655 Washington St., San Francisco CA 94109; Sharon Flood, 47, (415) 359-7641; Frances King, 38, 381-1361; Nancy Schwartz, 43, (916) 422-7184; Fran Winchewich, 35, (415) 849-9383; Barbara Abshier, 46, (408) 353-1877; Deldre, 30s, 331-2406; Terese, 30s, 331-2406 Sausalito; Anne Shannon Morgan, 50, (415) 868-9957, Box 283, Stinson Beach, CA 94970; Judy, 39, 924-1857; Patti O'Neal, 31, 664-8381, 172-A Downey St., San Francisco; Anita, 35, 449-1302; Janet, 35, 435-3654; Diane, 26, 759-0821 home; Susan August, 31, 511 Sir Francis Drake Blvd., Ste. C, Greenbrae 94941; Whitney Bruules, 23, (415) 626-6872, 1179 Hayes St. #5, San Francisco 94117; Beverly M. Barth, 40, 938-4358 home, 396-7921 work; Janis Peterson, 39, 376-7058; 769-4674; Ellen K., 26, (415) 849-0151; Marcia Maynard, 35, (415) 665-2895; Kendill Manning, 23, 928-2706; Susan Shelly, 24, 522-8337, 1227 Park Ave., Alameda, CA 94501; Margi Perotti, 27, 821-9660; Bally, 30, (415) 921-4320; Pam, 40, 459-3855 eves; Justine, 35, (408) 288-8595; Mary Swift, 36, P.O. Box 93, Benicia, CA 94510; Bonnie, 43, (408) 429-1924; Avls, 39, (415) 583-4079; Ona Schissel, 37, 391-8435 work, 924-6381 work, 220 Bush St. #432, San Francisco 94104; Cindy, 29, 346-8879; Joann McDonnell, 32, (408) 554-9940; Sylvia Frank, 45, (415) 345-1122; Karen Lolda, 27, (209) 369-0703, 1715 Zinfandel, Lodi, CA; Debby, 26, (408) 446-4861; Karen Sanders, 44, (415) 454-4128; Marina, (415) 381-0123; Mary Flynn, 25, (916) 485-7132; Lynda Bissell, 35, 381-8621 home, 474-6600 work; Pegge Montoya, 53, (415) 825-7296; Susan Joy, 40, (916) 944-3569; Barbara Curtis, 48, 864-5188, P.O. Box 123, Larkspur, CA 94939; Michelle Price, 34, 331-7128 home; 676-9768 work; Laura Card, 56, (415) 326-0560; Jean, 36, P.O. Box 103, Paradise, CA 95969; Dena, 40, (415) 945-1053; Maggie, 40, (408) 257-8860; Susan Hall, 41, 524-7939; Alexa, 36, 571-0763 or 522-7422 Foster City; Laurie Hornberger, 32, (415) 763-4942; Barbara, 527-4680, 850 Cragmont Ave., Berkeley, CA 94708; Miki Pryor, 30s, (415) 386-5453, 495 27th Ave. #10, San Francisco, CA 94121; Margot Soderstrum, 32, (415) 949-0803; Toni Berkeley, 40, 848-8287; Barbara, 44, (415) 830-1155 work; Laine, 35, 921-5620; Donna Brandstrom, 41, (415) 228-3327; Anna, 30, 334-8862; Jackie, 35, 388-9310.

## MEN WITH BOATS WILLING TO TAKE DAYSAILORS

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# SHIPWRECKED

Gary Mundell was about two years into an extensive cruise of the South Seas when the shipwreck occurred. On September 6, 1985, he departed Bora Bora on his stout little Cape Dory 27, *Petrel*, bound for Hawaii. He usually had at least one crewman aboard on long passages, but this time he was singlehanding.

After six days at sea, *Petrel* had only made 388 miles and Gary was near exhaustion. Although the Aries windvane did most of the steering, the winds were so flukey that he was kept constantly busy throwing up or taking off sail. He'd already been up all night one night, and as September 11 wound down, conditions hadn't improved. The prospect of another all nighter held little appeal. Fortunately, things finally stabilized enough after midnight that he snugged the boat down under working jib and double-reefed main and dropped off to sleep. Unfortunately, it was with a false sense of security: Fatigue had caused an error in his navigation.

At 0430 the morning of September 12, *Petrel* sailed onto an uninhabited atoll at 10 degrees south, 150 West.

"It was a rather rude awakening," says Gary. "The first thing I caught was a breaker in the face. I attached my harness, looked out at this mess of white water and thought What kind of weird current am I in?" Even

"I was about halfway in when I saw my first shark."

though the boat was over about 40 degrees, it took me a few minutes to realize what had happened. As soon as I saw the silhouettes of palm trees in the predawn light, though, I knew."

The boat had gone aground on the outer reef of the atoll, resting on coral in about 18 inches of water. "The reef was almost as flat as a tabletop," says Gary. Except for the south swell pushing *Petrel* ever farther onto it, "you could walk along it in

RICK FOLSTAD



Gary Mundell.

knee-deep water." Which is exactly what Gary did.

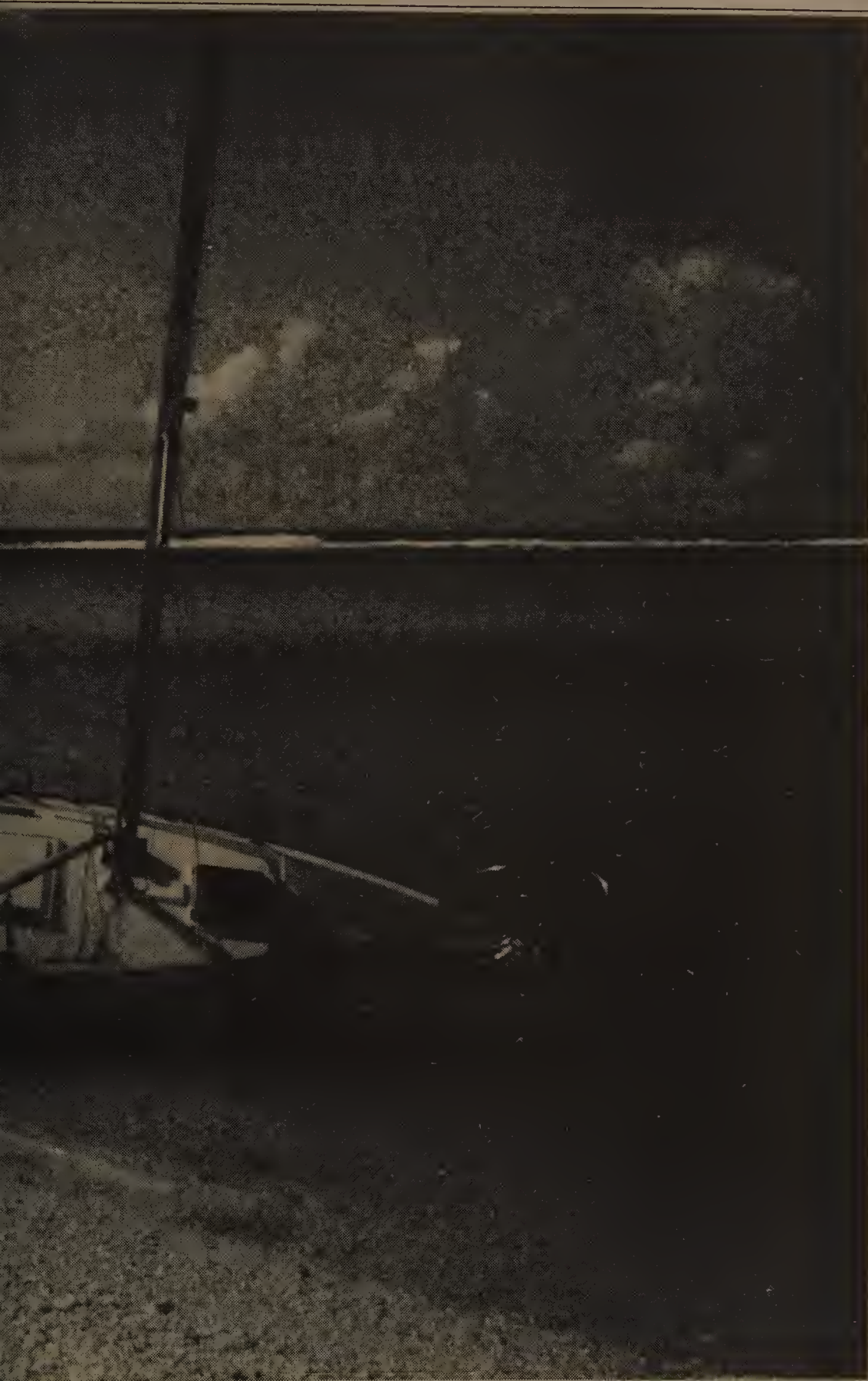
"The first thing I did was walk my anchor out to the edge of the reef and throw it off," he says, intending to kedge the boat off. The impact had broken the starboard lowers, but other than a few gouges and scratches, the

hull appeared intact. "I was pretty impressed with how the boat took the grounding," says Gary. "If I could have gotten off, I wouldn't have had any problems sailing on."

Unfortunately, the sheet winch and nylon rode were no match for 7,500 pounds of boat. By dawn, Gary decided to wade



# IN PARADISE



'Petrel' on the beach of Caroline Island. Surf marks the outer reef where she first hit.

ashore to see what he'd gotten himself into. "I was about halfway in when I saw my first shark," he says. Although rarely longer than three to four feet, the black-tipped reef

sharks around the reef turned out to be very aggressive, curtailing much swimming or food gathering from the water in the days to come. Gary waded back to the boat, blew up his Avon Red Star and rowed ashore.

"I did a real quick circuit with my binoculars: no humanoids. So I just went

right back out and started getting stuff off the boat." He made three trips the first day, taking off priority items like the liferaft, sails, canned food, tools and the two solar stills. In between those and countless trips over the next days, Gary put out "maydays" over his VHF until it stopped working, without ever hearing a response.

The 200-yard trips were long, tedious and dangerous when the tide came up. Although the tides in that area of the world only run a foot or two, high tide would always bring in the breakers over the reef. Each high tide, says Gary, would push *Petrel* six or eight feet

"When the chips are down, 99 percent of survival is between your ears."

farther toward the beach. By the 10th and last day of salvage, Gary no longer needed the dingy. He just walked down the beach to where the boat had come ashore.

Gary's atoll stretched seven miles long and one mile wide. He and *Petrel* inhabited Caroline Island, the largest of the 15 or so small "motus", the small islands that grew from high spots on the reef. (To give you some idea of how "large" the largest island was, Gary says you could walk all the way around it — at a leisurely pace — in about an hour.) During his stay, he explored them all, but the only sign of civilization he found was another inflatable dinghy that had come ashore after being separated from its owner. More on that later. By rescuing and drying out his charts, Gary found out that the atoll officially belonged to the Republic of Kiribati (which also controls Christmas, Phoenix, Starbuck and a half-dozen more small island/atolls in the area). It had last been surveyed in 1883.

Gary is one of those people who cultivate a positive mental attitude. Where some sailors faced with the same circumstances might feel doomed, he saw only inconvenience. After all, he had his health, enough salvaged food for a month at half rations, a tropical island on which to wait and all his



# SHIPWRECKED

mental faculties. To him, it was never a question of "if", it was "when" he would be rescued. "When the chips are down, 99 percent of survival is between your ears," he says. "I decided I was a survivor. I lived moment to moment and dealt with problems as they came up."

Although the first question he's usually asked is "What did you eat?" Gary says food was never really one of those problems. Water was.



With daytime temperatures of about 90 degrees, dehydration was a very real danger. "I set the two solar stills up and just guzzled water the first couple days. I don't even know how much they produced because I drank it as fast as they made it. When it rained, I tried to ignore the bird shit and collected rain with the sails, storing it in the two fresh water tanks I'd salvaged from the boat and my five gallon plastic buckets.

"At first, I rationed myself. Then one day, I got real depressed. I read in my First Aid book that one of the symptoms of dehydration is depression. So I started drinking and I swear that just about as quick as I could swallow, I felt better. Within 15 minutes the depression was gone completely." After that, Gary didn't ration any more, catching and drinking as much as he wanted. Except for one two-week drought, it rained on Caroline every two or three days.

Gary lost all his fresh food, but salvaged most of the canned goods (about 30 cans), as well as rice, macaroni and a half jug of pancake mix from the freezer. Supplementing his food supply; indeed, forming the mainstay of his food supply over the majority of his castaway life, were coconuts and coconut crabs. He met the latter the first night ashore.

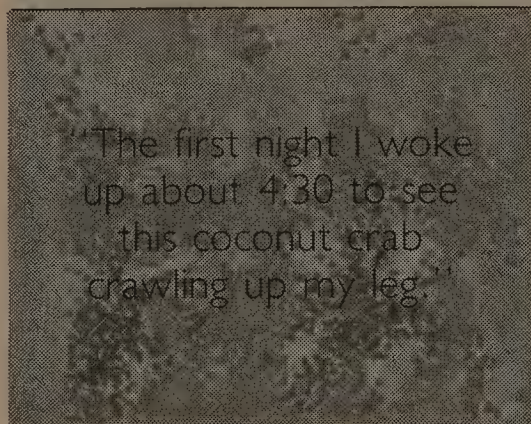
"I'd strung up the jib and my bigger genny between some coconut trees for shelter," he says. "The first night I woke up about 4:30 to

see this coconut crab crawling up my leg. Have you ever seen one of those? I used to butcher king crab, and a coconut crab has a bigger body than a king — and *much* larger claws." Gary quickly dispatched the crab, butchered it and cooked it up on *Petrel's* salvaged kerosene stove the next day. From

Above, surf and turf Caroline style — a coconut crab and its namesake. Right, base camp.

then on, he slept in the Avon.

Gary harvested coconuts with a long "picker" made from a whisker pole and boat hook hose-clamped together. He opened them with a hatchet. He soon learned how to select drinking and eating nuts from the shorter trees — "Open a nut with a small spout and the water inside has turned to



angelfood cake" — and how much he could consume without getting the runs. "I ate a lot of coconuts in all stages of development as they were the only fresh items around," says Gary. He only found out after his rescue that they were full of, among other things, vitamin C.

Rounding out the menu of nuts, crabs and salvaged food were one shark and, near the end of his stay, a large turtle. Though the lagoon was full of fish, he avoided them for

ALL PHOTOS BY GARY MUNDELL  
EXCEPT AS NOTED

fear of ciguatera poisoning. There were also large clams he found out later were edible, and lobster, but again, the danger posed by the sharks (not to mention the black sea urchins and stone fish) made forays into the water hazardous. "I later found out that you can catch lobster by laying out netting on the bottom. They tangle in it and you simply pluck them off in the morning.

"On about the 47th day, I noticed turtle tracks. I staked out the spot and killed a big female that night with a knife — a tale all in itself as she outweighed me nearly two to one. After filling up on steak and eggs (The steaks were excellent, but you have to be really hungry to eat the eggs; pretty reptilian), I sliced the meat thin and hung it in the sun to jerk."

Once the boat had been stripped, Gary occupied his days with exploring the nearby islands, searching the horizon, planning an ambitious escape, and waiting. "On a typical day, I'd get up, make myself some instant





# IN PARADISE

coffee and go watch the sunrise. Then I'd walk the beach for a while — you never know what might wash up. In the middle of the day, I'd lay out under the sails to beat the heat. In the afternoon, I'd walk whatever section of beach I hadn't hit in the morning." Each time he left, for a day or an hour, Gary

The atoll had last  
been surveyed  
in 1883.

left a note detailing his activities back at his base camp.

"I hung around camp a lot. I could see about 270 degrees of horizon from there and I searched it often. I salvaged a shortwave

from the boat — it was up high and dry and covered with plastic so it didn't get wet — and I'd listen to radio Australia. From where I was, the world seemed really insane. I'd hear all about these bombings and stuff and here I was on this beautiful island.

"Except for about five days when the trades stopped and it was hot and muggy, I was never really depressed. I'd get up in the morning and think 'This could be my lucky day'. I knew rescue would come. I just didn't know when."

Part of the salvage from *Petrel*, was his sextant and nautical almanac. With those and the charts he'd saved, the shipwrecked sailor figured the closest civilization was Penryn Island, about 460 miles downwind and downcurrent. (Gary's extensive library of recreational reading was ruined in the grounding. Fortunately, the waterproof camera he found "floating in the bilge one day" was not, and he was able to document his stay with the photos you see on these pages.).

"I patched the dingy I'd found, and built a

mast and rig for it," he recalls. "Then I chopped up some of *Petrel*'s sails and made a squaresail. With the Avon and the liferaft, I had a whole little flotilla of three yachts. I never got to sail it, though. At the time I figured I was better off staying put. I was in



Fearing ciguatera poisoning, this three-foot reef shark was the only fish Gary ate. Its brethren discouraged swimming.

good physical condition and had plenty of food and water. And then there was the problem of getting it all over the outer reef. On the other hand, I didn't know when the rainy season was going to end. It was one of these things where I didn't want to go, but I didn't want to be there 10 years from now either."

On the 50th day, Gary got up and went through his usual routine. When he got back to camp from his morning walk, a squall was coming in so he buttoned up for that and rain gathering. When the squall passed, he scanned the horizon with binoculars — and saw a ship!

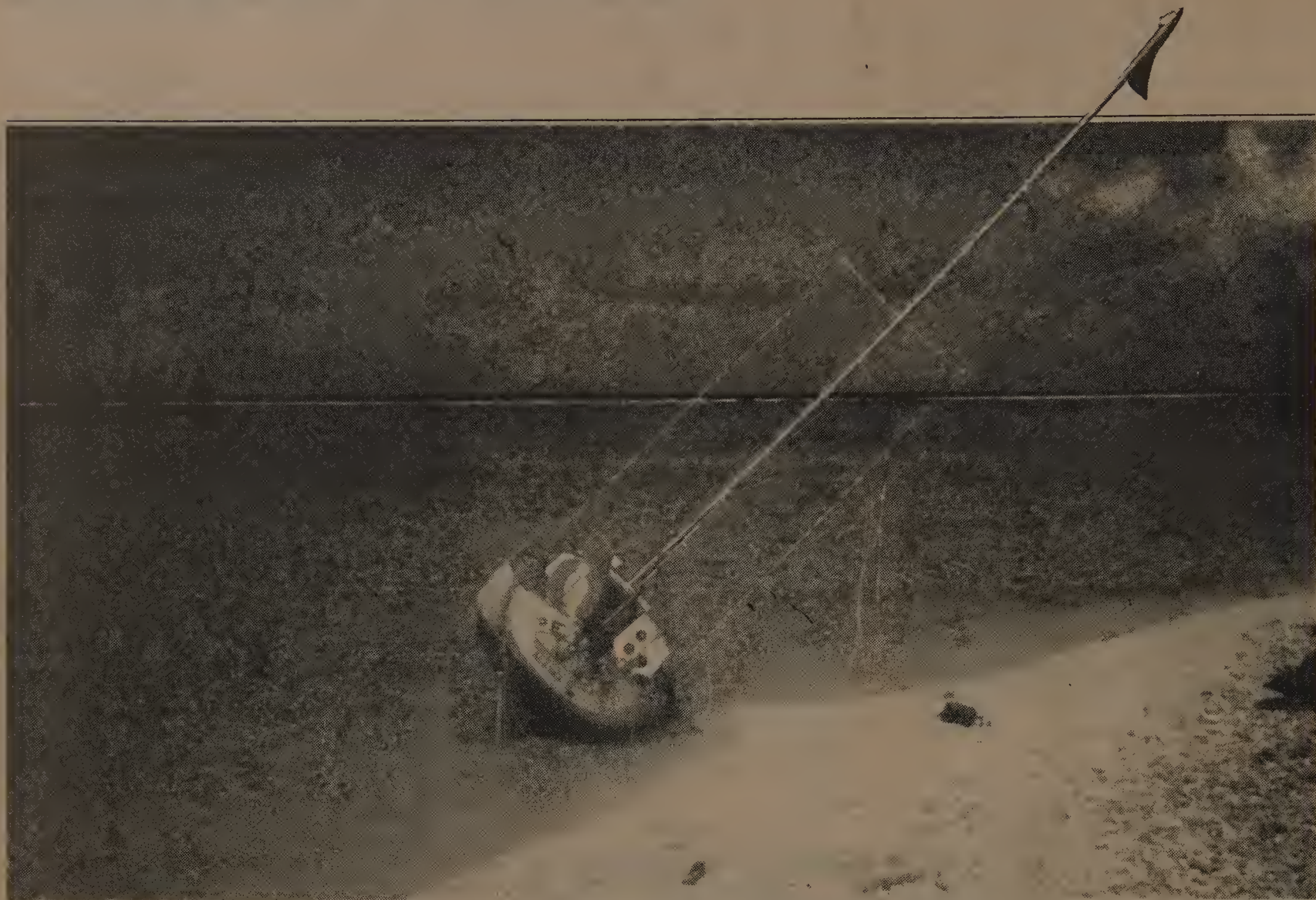
"They were about three miles out. I had all my flares ready and I fired off one of those large, German parachute flares. I didn't know it, but the ship, the French oceanographic vessel *Coriolis*, saw that first flare. But I wasn't taking any chances. I started firing 12-gauge pistol flares at even intervals, and lit off two smoke flares and more hand held flares. (Including hand-helds, he had about 30 different flares in all.) I doused my pile of coconut husks with kerosene and lit them. I started signaling with my heliograph (signaling mirror). I'd already run a piece of red material up *Petrel*'s mast and carved my 6-foot SOS in the coral." As soon as the ship flashed its powerful searchlight on and off a few times, Gary knew he'd been found.

From there, the situation took on slightly comedic tones. Gary started running around





# SHIPWRECKED IN PARADISE



the camp trying to pick up important belongings while the *Coriolis* slipped around the south end of the island into its lee. The 1883 charting indicated a pass through the reef, and the skipper of *Coriolis* was looking for it. Gary piled a bunch of belongings in the Avon and, painter in hand, waded after the ship wondering what the hell they were doing.

**G**ary received the only injuries of his stay on Caroline when a wave caught him unawares that day and augered him into the reef. "It raked me across the coral and tore off a shoe and my watch," he says. "It didn't do any permanent damage, but I couldn't go downstairs for a couple days."

When the ship finally realized there was no longer a pass through the reef, they lowered a lighter. Gary cast the Avon loose, waited for a break in the waves and jumped in and swam for it.

"Suddenly it was French wine and cheeses, cold beer and a six-course lunch and dinner. Let me tell you something, those guys eat like kings. Even if I hadn't been so hungry, nothing came out of that galley that wasn't superbly prepared."

Gary left everything except what he was wearing back on the island. Before Captain

With her red flag still flapping from the masthead, 'Petrel' remains on Caroline.

Rene Vaillant resumed his trip, though, he sent a crew party ashore to gather what they could. Five days later, they were in Papeete, there to lunch with the high commissioner of French Polynesia and face the first of the reporters. "Robinson (Crusoe) de Caroline"

"I didn't want to go, but I didn't want to be there 10 years from now, either."

screamed headlines from Tahiti's *Les Nouvelles* newspaper the next day. Welcome back to civilization.

**N**ow back home in Soldotna, Alaska, Gary admits he's getting tired of telling the tale. He'd much rather talk about his plans to

get back cruising. "I'm about a year away," he says. "I plan to crew for a little while; I can get away sooner and don't have to buy a boat. There are already several crewing possibilities in the offing."

Past that, who knows. Gary has nothing but praise for the little Cape Dory 27, but may go with a larger boat next time just for its carrying capacity. He doesn't reckon he'll outfit her much differently gearwise, though. "I outfitted to minimum, but I tend to approach things with a 'what if' attitude, so what was there was there for a reason. I'd like to have an EPIRB next time; but I'd also like a dodger and SatNav. If I'd have waited to buy those the first time, I'd never have gone."

Gary thanks the following for their help and offers of help: Yachts *Viajero* and *Voyager* in Papeete, and *Courser* and *Capella* in Honolulu. "My special thanks to *Coriolis*, wherever she may be, and to the *Barquero* in Ala Wai. To the many good people I have met along the way, fair winds and keep your panties dry."

— gary mundell and latitude 38

Gary has volunteered to answer any questions that include a self-addressed, stamped envelope. Write him at Box 1925, Soldotna, Alaska, 99669.



# Introducing.....



## CAVALIER 80

**Cavalier 80.** Designed by D.E. Brooke and built in steel and marine alloys by Export Yachts New Zealand, Ltd. Designed for Luxury cruising and entertaining, the yacht carries Lloyds Certificate of Class +100A1.

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Dimensions:  
L.O.A.  
L.W.L.  
Beam  
Draft

80'  
60'  
18'7"  
8'

Ballast  
Displacement  
Working Sail Area  
Main Engine

GM 671

9 Tons  
68 Tons  
2100 Sq. Ft.  
175 HP

# And...



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Dimensions:

|        |              |                   |                           |
|--------|--------------|-------------------|---------------------------|
| L.O.A. | 39' (11.8m)  | Ballast           | 7,500 lb. (3,400 Kg)      |
| L.W.L. | 29'6" (9.0m) | Displacement      | 18,700 lb (8,500 Kg)      |
| Beam   | 11'4" (3.4m) | Working Sail Area | 535 sq. ft. (49.70 sq.m)  |
| Draft  | 6' (1.7m)    | To maximum        | 813 sq. ft. (75.53 sq. m) |

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**CATALINA 27** 1972 Two boat owner asking **\$14,500**. Any offer considered.

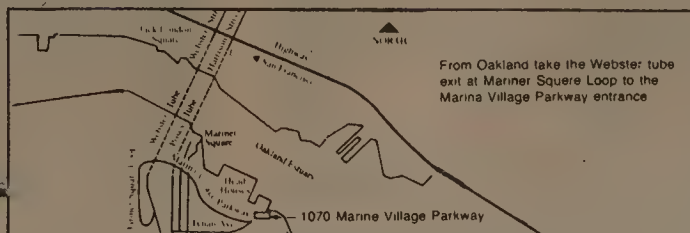
**LANCER 27 POWERSAILER** 1984 First time on the market. This boat is in very good condition. Great Bay Sailor.

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# BIG DADDY

As Big Daddy's go, this was one of the wilder years, and we're not just talking about the always-outrageous Saturday night party. One of the succession of fronts that have been plastering the state for the past two months came through just as things got underway off Treasure Island on Saturday, March 15. For those crazy enough to

"When squalls came through, you couldn't see the boats right next to you."

stay out in it, it made for one of the more spectacular series in recent memory, especially in the special effects department.

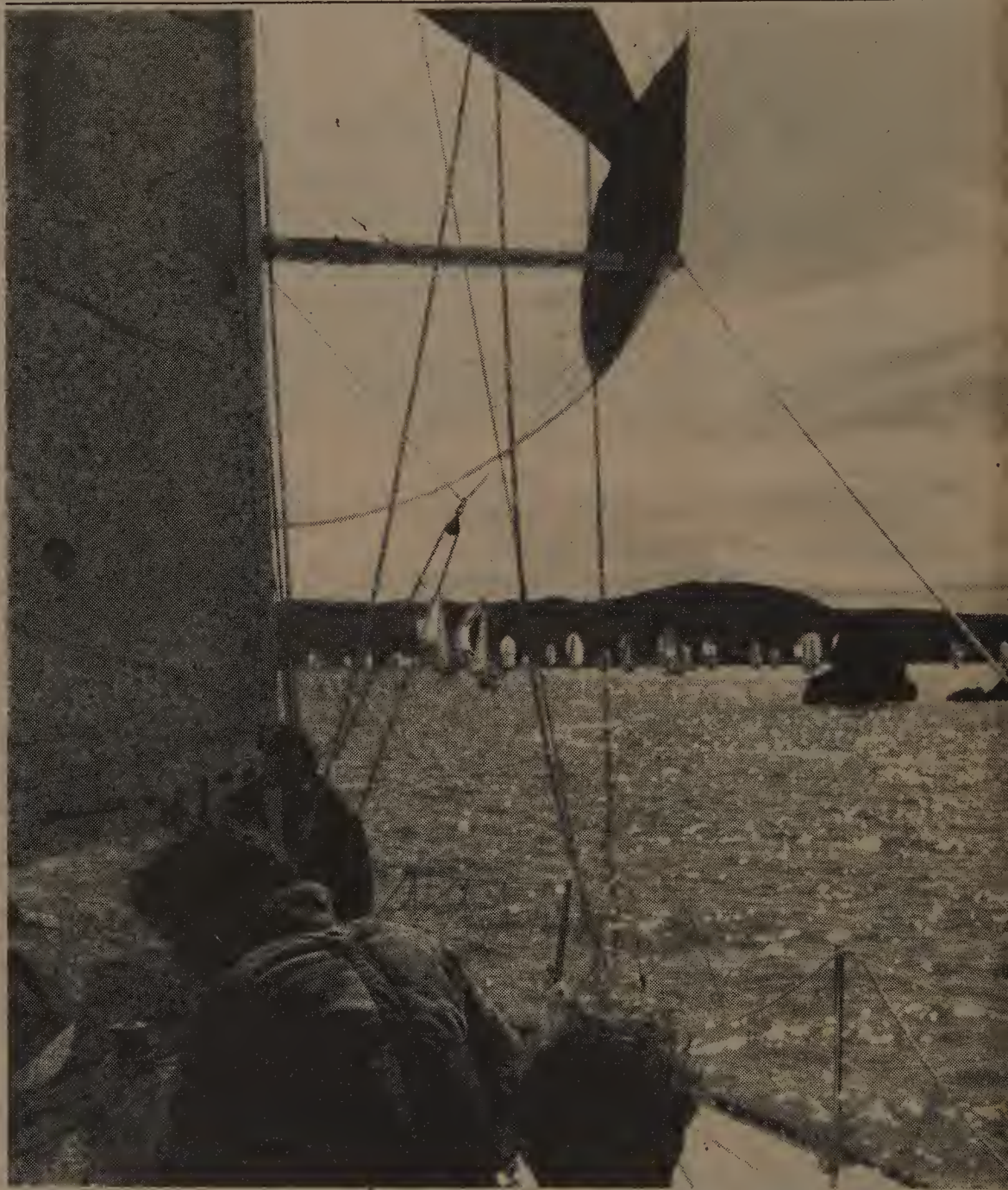
"When the squalls came through, you couldn't even see the boats right next to you," says Bob Smith, sailing aboard Jim Mizell's new *High Risk*. "Then it would pass, and the sun came out and everything was beautiful" — until the next one hit. The winds, raging out of the Southeast at a steady 30 with gusts to 40, also set up a steep fetch on the mud-colored Bay. Bob and many others who took mouthfuls of it

ALL PHOTOS BY TIM STAPLETON

when the boats punched into waves were all surprised to find they were tasting fresh water. That should tell you how much river runoff and rain racers were contending with.

Of course, not all racers chose to contend with it. There was a lot of attrition even

smaller boats (including us after awhile). "They were the smart ones," says Hank Easom. He may be right. By the time the hardcores had finished the first race, the party at the Richmond YC was well underway. (In the heavy conditions, only Divisions A and E were able to finish the second race before the 5 p.m. time limit. Saturday results



Above, running past Red Rock. Left, a J/29 at half mast after the Saturday debacle.

before the first race. In fact, as we were headed out to take pictures, there was a steady stream of reefed-down racers sailing into Richmond, including *Bondi Tram*, *Wolfpack*, *Nimh*, *Brown Sugar*, and many

for the other divisions were figured on only one race.)

Except for one dropped mast, a number of blown sails and a few bump-and-crunches between barely under control boats, there was surprisingly little serious damage to boats or people. Another pleasant surprise appeared in the Saturday results. Under the



old age rating allowance adopted by IOR only the week before, Hank Easom's 8-Meter Yucca finally made it onto the score sheets. In the 22 years he's owned the grand old boat (she was built in 1937), she's grown steadily less competitive in IOR until, he says, "We were just out there for fun."

"Now we feel we can do good if we go out



'Sweet Okole' and 'Wind Runner' neck and neck under the Richmond Bridge.

old springtime self: 10 to 15 knots, sunny skies, flat water. Although the entire weekend is known as the Big Daddy — the good-time spring tune-up race for IOR boats

### BIG DADDY RACE RESULTS

**Division A** — 1) *High Risk*, Bob Smith Custom, Jim Mizell, STFYC; 2) *Clockwork*, Nelson/Marek 41, Otterson/Pingree, SFYC; 3) *Chimo*, Nelson/Marek 41, Chuck Winton, SFYC. 16 boats sailed.

**Division B** — 1) *One-Eyed Jack*, Express 37, James Svetich, MPYC; 2) *Pazzo Express*, Express 37, Bill Ormond, STFYC; 3) *Re-Quest*, Express 37, Glenn Isaacson, SFYC. 12 boats sailed.

**Division C** — 1) *Coyote*, Beneteau 1-ton, Irv Loube, RYC; 2) *Dark Horse*, X 1-ton, Dennis Surtees, RYC; 3) 1) *Glory*, 1-ton, Rod Park, RYC. 12 boats sailed.

**Division D** — 1) *Wildfire*, modified Ranger 37, John Clauser, BYC; 2) *Yucca*, 8-Meter, Hank Easom, SFYC; 3) *Annalise*, modified Wylie, Paul Altman, IYC. 20 boats sailed.

**Division E** — 1) (no name), J/29, Steve Podell, (no club listed); 2) *Smokin' J*, J/29, Matt Taylor, (no club listed); 3) *J-Spot*, J/29, Tom Fancher, SCYC. 16 boats sailed.

**Division F** — 1) *Men at Work*, Express 27, Charles Collins, California YC; 2) *Desperado*, Express 27, Mike Bruzzone, RYC; 3) *Leon Russell*, Express 27, Daniel Johnson, RYC. 17 boats sailed.

**Division G** — 1) *Pearl*, Olson 25, Bill Riley, TYC; 2) *Wet Spot*, Moore 24, Mike O'Callaghan, RYC; 3) *Farr Out*, Farr 30, Wayne Kipp, Sea Breeze YC. 15 boats sailed.

**Big Daddy** — 1) *Annalise*, 2) *Bondi Tram*, Frers, Peter Stocker, STFYC; 3) *High Risk*; 4) Steve Podell's no-name J/29; 5) *Killer Duck*, Wylie 34, George Cramer, RYC.

— the race on Sunday is the actual Big Daddy Race. This is a reverse-handicap event: the small boats start first, the larger boats in

succeeding order according to handicap. With handicaps built in at the start, the first boat across the finish line is the winner. Sound easier than the other way around? Don't tell that to the race committee. Between the 23-ft Sprinta Sport Vamp that started first and the Santa Cruz 50 *Hana Ho* that started last, they had to orchestrate the starts of something like 100 different boats for more than an hour.

By the time the hardcores finished the first race, the party at the Richmond YC was already well underway.

Among awards given out Sunday went a special one to Gary Clifford. Although the Big Daddy gets its name from the venerable Bob Klein of *Leading Lady*, Clifford has been instrumental in its preservation of the race for the last few years. But that's not what the award was for. Clifford, prodigal son of the Big Daddy, received the First Annual Donkey Award — for sailing the wrong course.

— latitude 38 — jr



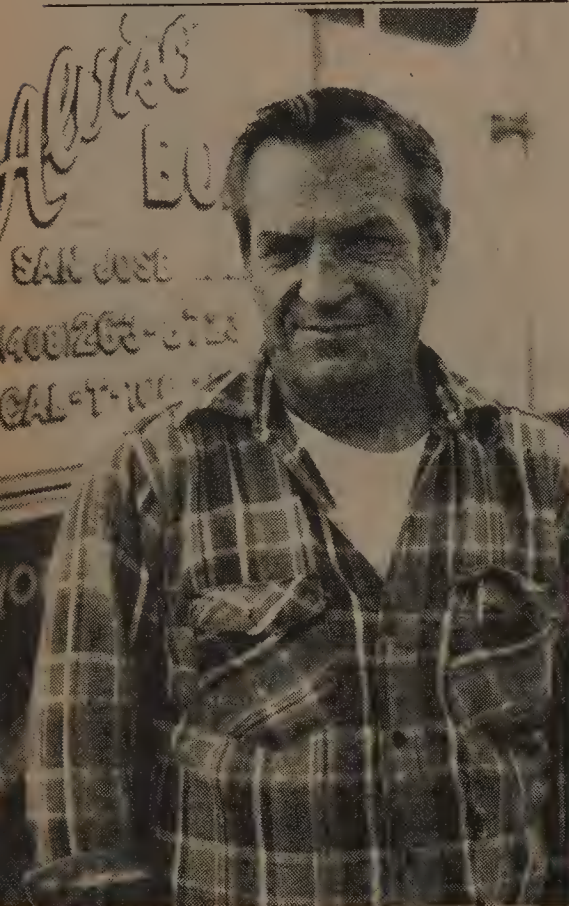
and sail the boat right," says Hank. "We even went out and got new sails for the boat."

On Sunday, the front was busy dusting Tahoe with a few more feet of powder and sailing on the Bay was back to its wonderful,



# BOAT

How would you like to drive *Blade Runner*, the Reichel/Pugh 48 that won the 1984 Big Boat Series, or *Merlin*, the legendary 67-ft ultralight racer, or maybe *Blondie*, the Santa Cruz 70 that recently won the Cabo San Lucas race? You'd think



SHIMON VAN COLLIE

Ivan Cady.

you either have to be Joe Big Bucks or Mr. IOR Racer to earn that distinction, but there are a couple of guys from the South Bay who drive yachts like this all the time. And they do it at 55 miles an hour — or faster.

We're talking, of course, about boat transporters. These are truck drivers who specialize in hauling just about anything that floats. Fred Baggerman of Santa Cruz and Ivan Cady of Alviso are two pros in this business. Fred drives for Kenosha Auto Transport, a national outfit based in Pennsylvania, while Ivan runs his own small fleet of trucks on the West Coast with occasional forays east of the Rockies.

Fred, a native of Holland, has packed and shipped a lot of boats. He's also raced on many, including some of the queens of the sport, the maxis *Kialoa*, *Bumblebee*, *Black Fin* and *Condor*. He sailed to this country eight years ago on one of Ted Turner's yachts, and worked for a time at Ulmer Sails in Texas. As a truck driver, Fred prefers boats because "you usually end up someplace nice, like a yacht club or a

marina."

Fred owns his cab with his wife Stacey, who accompanies him on most jobs. They've got a double bunk rig with shelves built of Bruynzeel plywood, the same wood they use for ultralight yachts. "We call it our land yacht," says Stacey. While some cabs now have showers and microwaves, the Baggermans prefer more austerity. For one thing, it gives them more motivation to check into a motel room once a week to do the laundry and change the pace a little.

Most big boats are shipped by truck these days, according to Fred. Sometimes the really big hulls are separated from their keels, with a truck and trailer for each. The keels used to be laid down on their sides, but some bent from too much bouncing, so now Fred says many are being propped straight up and down, just like the hull. To protect their cargo from the dirt and grime of the exhaust,

Fred's rig funnels the fumes under the trailer.

The driver flicked on his interior light to expose a naked woman.

Wrapping a tarp or heavy plastic around the hull and deck is definitely not





recommended, however. Wherever the cover touches wood or fiberglass it will act like sandpaper. There is a shrink wrap plastic that works well, but Fred says it's pretty expensive. The best approach, he suggests, is just to leave the boat bare and expect that it will get dirty. It is okay to wrap the rig in plastic and tape it tightly. Fred did that with *Blade Runner's* mast, which ended up hanging over the back of the trailer some 16 feet! Everything that is loose needs to be tied down, "as if you're preparing for a storm."

He also can't recommend you leave anything too valuable onboard. Like trains, trucks can attract non-paying riders. "Boats are good places for people to hide out," insists Fred. "The guys who drive through El Paso, Texas, on the way to California, sometimes find Mexican aliens stowed away. One driver discovered 25 of them drinking and playing cards down below!"



Above, Fred and Stacey Baggerman. Below, with lookouts posted, Ivan snakes the 70-ft 'Blondie' through downtown.



LATITUDE 38 JOHN M

The trucker's life has its ups and downs. Fred and Stacey average a month on the road at a time, mostly on the East Coast. They can't say much for the food, and the showers are the kind that you wouldn't walk in without flip-flops. Stacey says she likes being on the road, even if the men look at her as if she's from another planet. She can handle herself, though. During the holiday season she works as a UPS delivery person and she's raced ultralights and windsurfed the big waves of Hawaii. She adds that there are many wives who accompany their hus-

One boat hauler driving through Texas discovered 25 Mexicans drinking and playing cards down below.

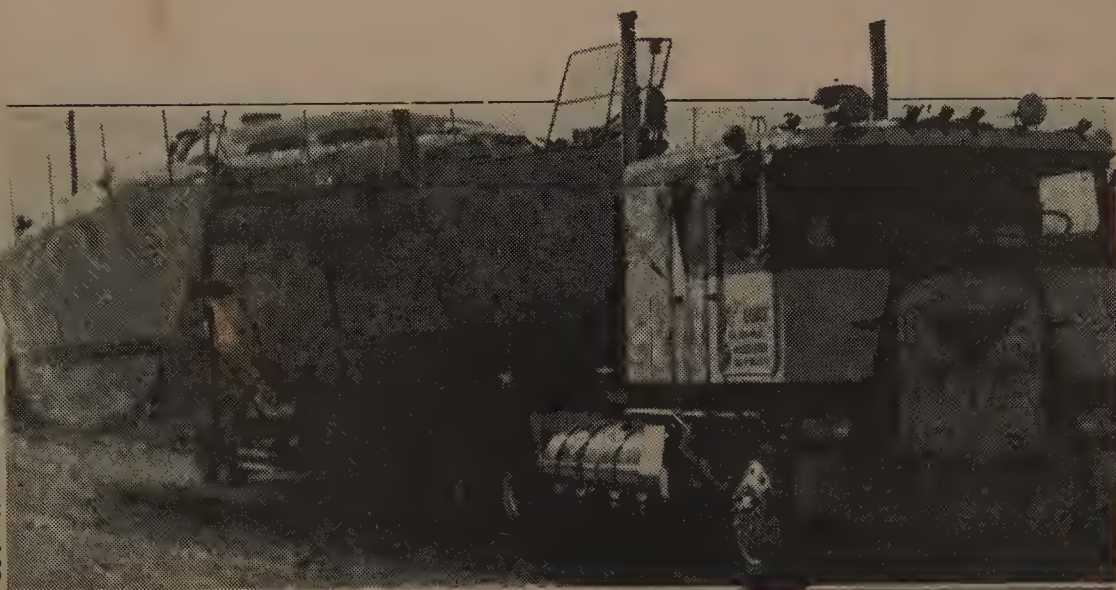
band drivers, but there are few lady truck drivers.

Fred has some great truck driving stories too. Like the guy who was hauling produce and had to take a leak. He put his rig on cruise control and walked back onto the trailer, holding onto the steering wheel with a rope! Makes you wonder about what's really going on out there on Interstate 5, doesn't it? Another time, a boat hauler with an oversize load had to be rerouted by the state authorities. His new route put him on a road that had just been paved, but the new pave-



# BOAT

COURTESY IVAN CADY



ment had not yet been subtracted from the bridge heights. So when the driver, with his 14-foot high load, came up to a bridge that said he had 14 feet, 2 inches of clearance, he just trucked on through. Fortunately, the damage was minor — only a couple of winches ripped off the deck.

To take a leak, one guy put his rig on cruise control and walked back onto the trailer, steering with a rope!

And those stories you read in Penthouse about the women — and men — who flash truck drivers are true. Fred was recently hauling some windmill blades at night. A pickup truck pulled out from behind and as it passed, the driver flicked on his interior light to expose a naked woman in the passenger seat. She waved and the light went out. Fred laughed and then the pickup came by again and repeated the flash. By now Stacey came up to see what was going on and the pickup did it again. That's life on the open road.

Alviso's Ivan Cady has been hauling boats for 17 years, and he's got some stories to tell too. Around Santa Cruz they call him "Drivin' Ivan", but it's not a moniker of which he's fond. Most of his business takes place on the West Coast, and his current fleet of three trucks will triple next spring.

"There was a big rush to get into the business about five years ago," says Ivan. "Everybody figured there was easy money in

The "Oversize" sign is never truer than when a multihull is aboard.

it. It pays better than regular freight." The stampede of competitors has reversed recently, though, due to the liability problems. Seven of Ivan's competitors have left the road in the last year.

Ivan's experience is one of the key elements that keep him going. He knows how to bunk a boat so it will make the trip without damage. He once hauled a 700-year-old Chinese junk from Redwood City to Modesto without any problems. He also recently turned down a job from a fellow who insisted he knew how to do it better. "When it's on my truck, I'm responsible," he

notes. Ivan says he's never torn up a boat yet, but there were times when it was close and his adrenalin was really pumping. "Each one is a challenge," he says. "That's why I like doing it."

Other drivers haven't been so lucky. "Drops do happen," says Cady. He knows of an Ericson somebody dropped in the middle of 405 down in L.A. It had been loaded in a boat show cradle and the lightweight thing couldn't hold it on the road. Ivan also said there were two boats dropped in Medford, Oregon, last year. One was going one way and one the other way and they both dropped within a day of each other! When trucks and boats do part company, the trucker is responsible. That's why insurance premiums are going from \$5,000 per \$100,000 worth of damage to \$25,000 for the same coverage.

The most major mishap Fred has seen is a picture of a boat that fell off a truck coming out of Houston. It slid along the highway for a while and they picked it up with a crane, put it back on the truck and kept going.

This Six-Meter parted company with its trailer on the way to last fall's Nationals. Fortunately, the damage was repairable.

LATITUDE 38/RICHARD







COURTESY FRED BAGGERMAN

'Bladerunner'. East-bound and down.

which at one point had 50 trimarans and ferro-cement boats under construction. He still encounters strangeness in trucking, though. Like the guy who built a boat in his basement and there was no way to get it out. "It's still there eight years later!" says Ivan. People will spend many years and much money to build their dreamboat, he adds, but when it comes to getting it to the water they want to cut corners. A little planning would help, at least it would have for the builder who had to cut his trimaran into three pieces in order to get it on the truck!

Like the Baggermans, Ivan doesn't see home much. He's booked almost 365 days a year, and he recently spent only the fifth night home in six weeks. A week's work might include some 6,000 miles of driving. Different states have their own permits to obtain and curfews to obey. "You gotta roll to beat curfews," says Ivan, who's picked up a few tickets in his day. He rarely breaks down, though, and always carries a surplus of gear to fix his \$120,000 rig. "I don't like surprises," he explains. "It really costs if you break down."

— shimon van collie

Damage was about \$500.

Fred says he's hauled \$5 million worth of boats so far and only had \$600 worth of damage. Pre-trip checks have kept him from paying out a lot more. Sometimes, he says, people who have boats hauled will try to dun the carrier for dings that were already there. To keep that to a minimum, truckers fill out a detailed description of the boat before they

leave. Sometimes, though, even that's not enough. One owner held Fred responsible for several bent stanchions that Fred had just not noticed before leaving.

Ivan knows about owner idiosyncrasies. That's the reason he sold Alviso Boatworks,

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HIGH AND YOUR NEEDS  
ARE SPECIFIC ...**



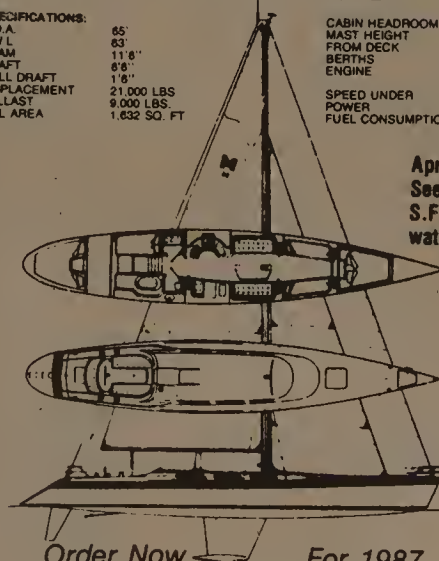
Jim, Helga and Jimmy Wallace take a break to admire their new dodger. "Mystic" is being provisioned to set sail for Scotland April 1st.

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It promised to be a very likely Saturday night at the yacht club. One of the bigger pre-season racing events was going on that weekend, and the early finishers were already beginning to stake out their territory in the club bar for the mandatory post-race analysis (lie-swapping). I had elected to sit out this particular event — which would normally mean I wouldn't really feel comfortable

"I've seen  
that boat win  
just a little  
too easily . . .

participating in the post-race socializing. But I had made so much progress working on my boat all day that I felt I had earned the right to drink with the "combat sailors".

A small group of us were sitting at a table by the window discussing time allowances and trying to figure out who might have actually won the race, half watching one of the smaller racing boats sailing into the harbor. Suddenly the boat luffed sharply into the wind, then tacked, and I realized that they were performing one of the most time-honored, if slightly obnoxious, traditions of our yacht club — the "victory roll".

Now, the victory roll is said to go all the way back to the early days of the club, when one of the first Commodores came careening into the harbor with a broken rudder after winning an important race. He jibed, knocked his girlfriend into the water, and ran aground. In its present form, the victory roll consists of a 360 degree spin right in front of the club, with the grounding and the overboard drill optional. Of course, it should only be executed after winning a race.

We immediately put down our drinks and ran out onto the deck overlooking the channel.

"Broke your rudder?" yelled one of the onlookers who wasn't well versed in club history.

"He's just doing a 720!" shouted another heckler.

This was followed by another volley of insults and wise-cracks. (Needless to say the skipper and crew of the circling boat had huge grins on their faces throughout this exchange.)

"So they won another one," said one

of the racers as we returned to our table. "I can't help but wonder about that boat's rating. Seems to me they should be rated at least 12 seconds a mile faster."

"Yeah, I know what you mean," said another racer. "I've seen that boat win just a little too easily. Trouble is, it's the only boat like it that actively races on the Bay, so there isn't enough new data coming in to make them change the rating."

"You could always protest the rating," I suggested, "and get a hearing with the handicapping committee. They're very responsive to legitimate requests for ratings to be reviewed, and I'm sure there wouldn't be any hard feelings."

"No, I couldn't do that. Besides, I hardly ever race against him in the same division. I'll leave the dirty work to one of his competitors."

They'll never do it, either," said the first sailor. "It would smell too much like sour grapes."

"The real trouble," I speculated, "is that small boat owners are too nice to each other! They should take lessons from some IOR racers I know."

"The real trouble is that the ratings of some of those older classes were established long before they started putting mylar sails on them," interrupted another racer who had just overheard the last few comments as he was pulling up a chair. "That boat is so much faster with modern sails."

"But that affects all the ratings equally."

"No it doesn't, the older boats were

. . . trouble is there  
isn't enough new data  
coming in to change  
the rating."

benchmarked against boats with dacron sails."

"Impossible. There is no PHRF benchmark."

As the intensity of our discussion rose, more opinionated sailors joined our table.

"You know what really bothers me about performance handicapping?" complained one of them. "It's the boats that sail way faster than their rating in special conditions.

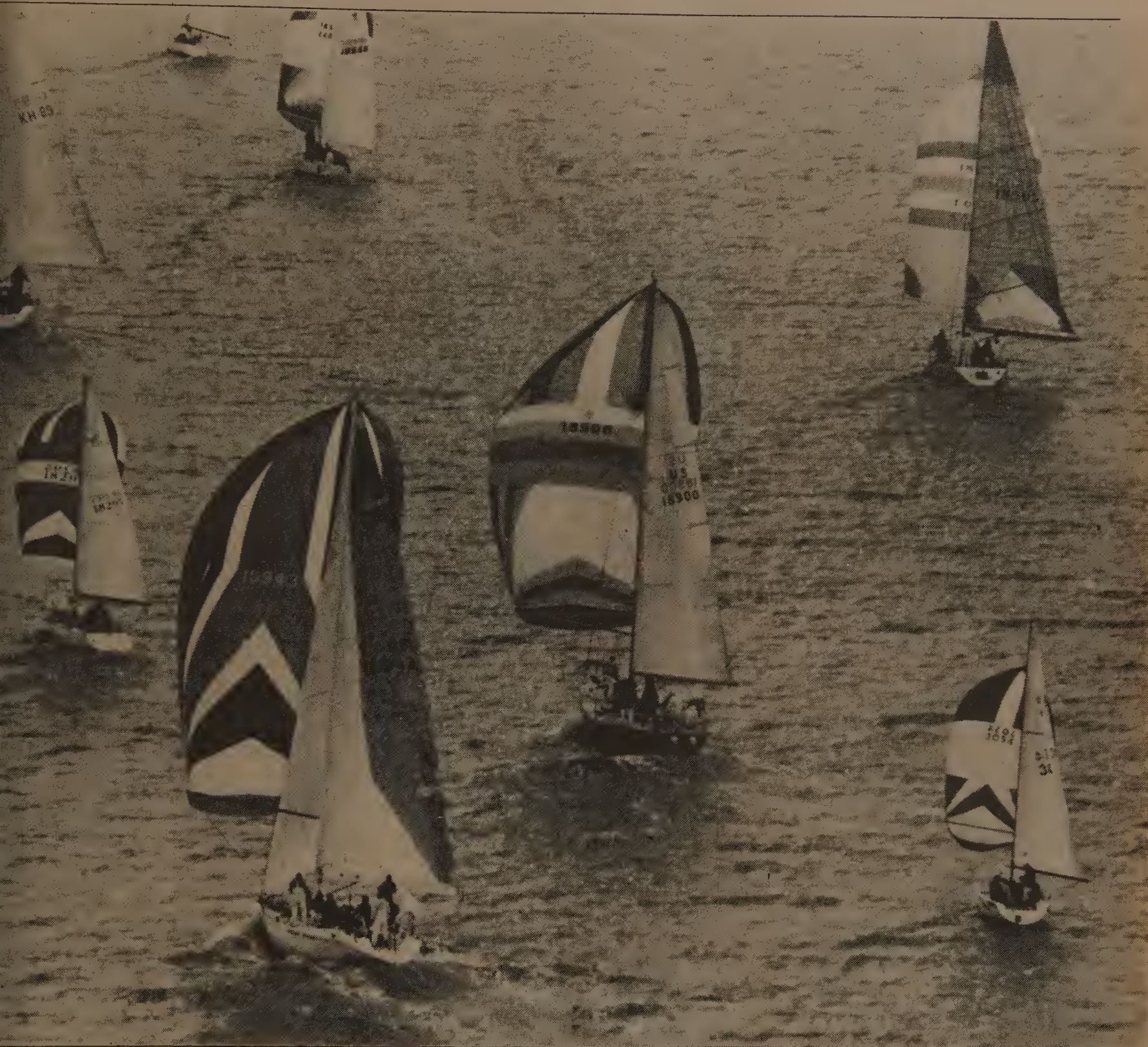
LATITUDE 38 RICHARD

Like that super light air boat that only comes out to race during the winter."

"I think I know who you're talking about," said another racer. "He has a rating that's supposed to represent the average performance over a wide range of conditions. When he has 'his' weather, he cleans up!"

The conversation continued along these lines for some time, while the bar filled up with a steady stream of racing sailors. One of them, I noticed, was Lee Helm, a naval architecture student who was crewing on a medium size ultra-light in this regatta. I motioned her over to our table.





The 'Big Daddy' fleet. Is there enough data on each boat to rate them fairly?

“So what do you think of PHRF, Lee?” I asked after she had had a chance to hear a few rounds of the raging debate. “Should we conduct scientific speed trials to determine the ratings more accurately, or switch to the MHS measurement rule, or what?”

“Actually, Max, I think PHRF works remarkably well for what it is. I mean, like, it doesn’t pretend to be very accurate, and it isn’t. But for the existing fleet, it’s a lot better than any practical measurement rule you could come up with. And when you actually

look at results, the range of inaccuracy is a lot less than the normal spread in finishing times due to the normal racing factors like bad tacks, being on the wrong side of a shift, or less than perfect sail trim.”

This answer surprised me, coming from Lee. I was certain she’d have a highly technical approach to cleaning up PHRF’s act.



“The problem,” she continued, “is when PHRF is used for important championships, or big prestigious events that attract the top skippers. That’s because the really good sailors don’t make all the mistakes that make the errors in the handicap numbers seem insignificant.”

“That’s a good point,” added one of the original complainers at our table. “If you look at the finish of a really hot one-design fleet, they all seem to be within a few boatlengths of each other, while the classes with more intermediate level sailors are spread out all over the bay!”

I asked Lee if she thought it was a mistake



# MAX EBB ON PHRF

to use PHRF for important events.

"In its present form, Max, yes."

Now we were getting somewhere, I thought to myself.

"But like, if we're committed to sticking with PHRF," she continued, "then we need to make some changes."

"What would you do?"

"First of all, we have to split PHRF into two major divisions. 'PHRF-A' would be for classes with well established ratings based on a large data base of race results. For example, we might decide that 'plus-or-minus three seconds per mile with 90 percent confidence' is the requirement for division A. The intent is to take advantage of the fact that the ratings of popular classes are known very accurately. I mean, nobody complains about the rating of a Santana 22, Cal 29, J/24 or Santana 35, for example. That's because large numbers of these boats have been racing on the Bay for years, so their ratings are stabilized. You could use these boats for a high-level event, and I think the results would really be close."

"Then PHRF-B would be for everyone else?"

"For the classes with less well-known ratings. You know, the one-of-a-kinds, the brand new classes, the modified boats."

"That would mean that a lot of us could never compete for an overall prize in a big regatta like this, if you had to be in 'A,'" complained one of the sailors.

"For sure," answered Lee. "That's the price of racing under an inexpensive performance handicap system with a boat that doesn't have well known performance."

"What about the marginal classes," I asked. "Do you think there are ways of making the rating of a four or five boat class stabilize faster so they could be in PHRF-A and be in the big-time events?"

"Probably. For example, I think we could learn a lot from the Portsmouth system. That's a performance handicap system developed originally for dinghys, and used with limited success on larger boats before PHRF became so popular. The big difference is that Portsmouth numbers don't allow any subjectivity to creep in on the part of the handicap committee. The only subjectivity is on the Race Committee level."

"How on earth do they do that?"

"If a Race Committee decides that the finish times of the first boats in each class for a particular race reflect an accurate comparison of those classes, then they can send

the results in, along with weather data, to be compiled by the Portsmouth Handicap computer program. If you have a lot of data, you get accurate handicaps — and the handicappers never get any complaints about being

"PHRF-A would be for classes with well-established ratings . . ."

biased! It's purely a mathematical process."

"But there's still one big problem with that system," I said. "Some classes attract much better skippers than other classes. Portsmouth would be blind to that factor."

"For sure, Max. But if the system is used a lot, that can balance out as the good skippers recognize a class that can sail above its potential. But even so, I mean, letting the committee exercise some judgment may be the best thing. Portsmouth also does some other good things, though, like designating primary and secondary 'yardstick' classes as benchmarks, and compiling data for different wind speed ranges."

This issue of variable ratings for different wind speed turned into another hot topic for debate. From there we moved on to class rules, and then more talk about benchmarks. An hour later, with Lee moderating, we had reached a surprising degree of consensus on how to fix up PHRF:

A) Divide the PHRF fleet into PHRF-A and PHRF-B as described above. The intent is that only boats with PHRF-A ratings would be eligible for major inter-club events,

"PHRF-B would be for everyone else."

overall prizes at big regattas, and so on.

B) Establish a system of benchmark classes, a la Portsmouth system. The J/24, for example, would be a good national benchmark, being mid-range in just about all

characteristics and popular everywhere. Secondary benchmarks would be the classes popular in each local sailing area.

C) Set ratings to represent the boat's performance in the conditions it likes best. That is, a good light air boat would be rated based on its performance in light air, not in an average of all conditions. This would work in favor of "normal" boats with all-around good performance, and against the specialty boats. However, the specialty boats could still race fairly in their conditions.

D) Define the Class Rules that apply as part of the certificate. When classes do not have an active local class organization to maintain class rules, then one or more "generic" sets of class rules should be available. These would address issues like whether berth cushions have to be in place, how big an outboard motor has to be carried, and what limitations are imposed on sails.

E) Require automatic review of the ratings of boats that win consistently, without a protest or petition.

Finally, the crew of the boat that we had seen do the victory roll came staggering into the bar. Evidently they had already been celebrating for quite some time.

"Obnoxious in victory; bitter in defeat!" proclaimed their skipper, waving bottles of champagne.

"Hey, doesn't he have the boat with the 'meatball' rating?" yelled a "supportive" fellow competitor.

"Listen, we won this one clean!" he informed us.

Just then the Race Committee Chair came running out of the computer room with the official print-out of regatta results in her hand, and was practically knocked over by the onrush of racers trying to read the results before she could even staple them up. Lee and I fought our way to the bulletin board. Sure enough, they had won the regatta overall by a very impressive margin.

"You know, Lee," I said, "Maybe they do have a meatball rating."

"I don't think so, Max." She pushed some buttons on her calculator watch, and then told me what their rating would have had to be in order for them to have come in second. It was faster than my boat rates!

"They were one of the few boats to be on the right side of the big wind shift," she explained. "I mean, like, dumb luck, if you ask me!"

So play the rating game all you want. The bottom line is — don't miss a shift!

— max ebb



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# THE RACING

This month we have reports on **MEXORC**, the **Congressional Cup**, the **SORC** and the **Ano Nuevo**. Also a look at the **IOR Old Age Allowance**, the **Singlehanded TransPac** entries, yet more **Midwinters Results**, and lots more.

## MEXORC

While the majority of us were up to our necks in mud and rain the last week of February, 300-odd sailors aboard 22 boats were down to their shorts in the endless sun and fun of the 1986 MEXORC. It must be nice.

The gods were smiling on more than just the weather for the six race series held February 20-27, though. As things progressed, it quickly became apparent that

IOR series, *Jubilation* hit her stride in this year's MEXORC the way Edwin Moses hit his stride in the 100-Meter hurdles. James and crew took first in division and first overall in all but one race.

The only real casualty of the series — unless you count the night almost everybody came down with "touristas" in Tenacatita Bay — was John Aren's *Tomahawk*. On the last race, Arens and crew somehow found an uncharted pinnacle with *Tomahawk's* brand new elliptical keel, going from a healthy seven knots to nothing in less time than it takes to say "screeching halt". The boat drifted free a few seconds later, and as there was no water below, Arens resumed racing. After the race, they found major structural damage below; lots of tweaked floors and frames in the aluminum hull. In fact, damage was deemed serious enough that welders had to come out to tack things together just to make the boat safe for the delivery back to Southern California.

Most participants we've talked to over the years cannot recommend MEXORC highly enough. Not only are the climate and sailing ideal, but the local boats are really becoming competitive. Last year's Class B winner was *Saeta*, a Mexican boat. This year, *Saeta*, with Don Trask and Matt Sisiki of Alameda's J-boats aboard, took second in class to another Mexican yacht, *Dimensions*.



Paul Cayard gets into Mexico mode.

DUNCAN KELSO

## 1986 MEXORC OVERALL RESULTS

| Fleet | Class | Boat Name         | Boat Type | Owner/Skipper   | Yacht Club       |
|-------|-------|-------------------|-----------|-----------------|------------------|
| 1     | A     | <i>Jubilation</i> | Frers 54  | Jack James      | Santa Barbara YC |
| 2     | A     | <i>Tomahawk</i>   | Frers 50  | John Arens      | Balboa YC        |
| 3     | Maxi  | <i>Sorcery</i>    | Mull 82   | Jacob Wood      | California YC    |
| 4     | B     | <i>Dimensions</i> | N/M 41    | Jorge Ripstein  | —                |
| 5     | B     | <i>Saeta</i>      | N/M 41    | Rogelio Partida | Acapulco YC      |

Jack James and the 11 crewmen aboard his Frers 54, *Jubilation*, could do no wrong. Long lauded as a boat with potential despite mediocre showings in the Big Boat and other

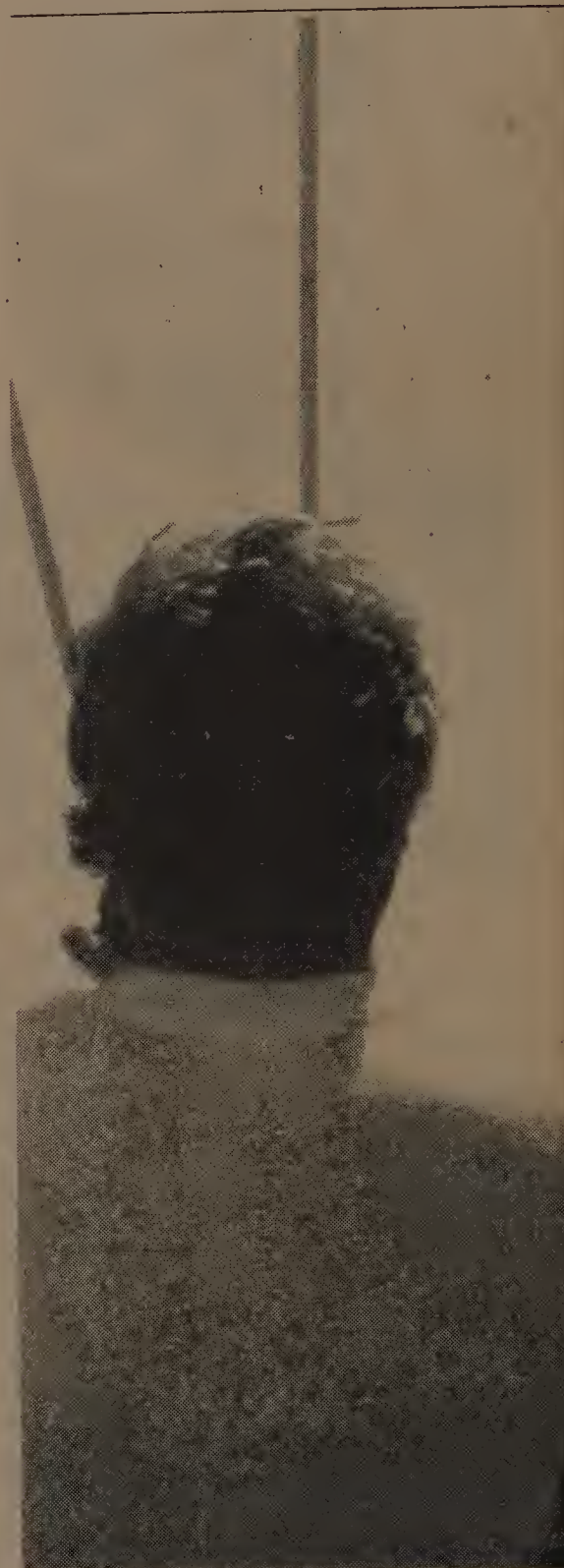
### One Way Only

Over the years a good number of sailors have raced small ultralights in the

Singlehanded TransPac and the Pacific Cup races from San Francisco to Kauai. Boats like Moore 24's, Wilderness 21's, Express 27's, Olson 30's.

Strangely enough, none of these folks have ever sailed their boats back to San Francisco from Kauai — at least not to our knowledge. If we had to take a wild guess as to the reason why, it's probably because it's more fun to sail a small ultralight downwind than up.

Thus the preferred method of getting the little boats back home has been on the deck







DUNCAN KELSO

DUNCAN KELSO

of a ship. 'Squallbusters' Gary Clifford and Jonathan Livingston shipped their Express 27, *Light'n Up*, back from Oahu on a container ship last year at a cost of \$2,500. That's not bad, but they've got an even better deal this year — one that might interest those of you doing the Singlehanded TransPac or Pacific Cup in small ultralights.

Gary Clifford has negotiated a special \$1,575 price with Crowley Maritime. This will allow you to ship your boat's trailer over to Oahu, and then have your boat and trailer shipped back to San Francisco. As we

MEXORC, a week of big boats, bountiful sunshine, and (inset) beautiful women.

understand it this offer is not limited to just a few boats, but is a 'more the merrier' situation.

If you're interested, contact Gary Clifford evenings at 258-0813.

### Ano Nuevo

When the conditions are right, as they were for the storm-lashed Ano Nuevo race

on March 8, the exhilaration of heavy-air sailing easily overshadows the discomfort. And there was plenty of discomfort for this 80-mile run from Monterey to Ano Nuevo (hence the name) and back. The 15 racers were pelted by rain, hail and spray from 14-ft seas. The wind averaged 25-30. Thunder and lightning through most of the race kept everyone's adrenalin level up; as did the waterspout sighted by several boats. But the blazing reaches up and back were worth it. Never mind the fact that no one could carry spinnakers, the only tack most boats had to



# THE RACING

make the whole race was the one to round the Ano Nuevo buoy.

When the spray had cleared, it was the venerable Lee 67 *Merlin* adding another notch to her long list of first-to-finish credits — and to her list of broken records. Skipper Donn Campion's 7½-hour run bettered the old record, set by the Peterson 40 *Incredible* six or seven years ago, by a full two hours.

Right behind *Merlin* came the four Santa Cruz 50s, led by Harvey Kilpatrick on *Earl of Mar*. Almost all the boats finished before dark (especially impressive to us since the last time we made that passage it took us all day just to get to Ano Nuevo from Monterey). Which brings us to a second maxim: when the conditions are right, as they were at the Monterey Peninsula YC that night, the lie-swapping after the race easily overshadows how rough it really was out there.

## 1986 ANO NUEVO RESULTS

*First to Finish* — *Merlin*, Lee 67, Donn Campion.  
*Division A* — 1) *Liquid Sky*, J/41, Bob Brockhoff, SCYC; 2) *Fastidlots*, Olson 40, Dan Nutt, SCYC; 3) *Camelot*, Santa Cruz 40, John Blackburn, SCYC.

*Division B* — 1) *Wet Spot*, Moore 24, Mike O'Callaghan, STFYC; 2) *Shock Wave*, Santana 35, Paul Moose, MPYC; 3) *Impetuous*, Cal 29, Art Sutton, MPYC.

## Monterey Bay 1986 Season

The 1986 Racing season in Monterey gets underway on April 19 with an ocean race starting and finishing in Moss Landing.

There will be two Monterey Bay Yacht Racing Association (MBYRA) fleets racing this year. They are A Fleet, composed of ULDBs and larger medium displacement boats sailing 30 to 44-mile courses; and B Fleet, sailing on the average 30-mile courses. If there is enough interest, B Fleet may have a non-spinnaker division. The series is open to all members of USYRU yacht clubs. The five races will be held on the following Saturdays — April 19, May 17, June 21, August 16 and September 27 — the last being the famous "Round the Bay" Race. For more information, call MBYRA Commodore Keith MacBeth at (408) 356-7440.

## Congressional Cup

The luck of the Irish could not have manifested itself more fittingly the week before St. Patty's day. That's when Harold

Cudmore, the Irish skipper for Britain's America's Cup syndicate, gave the Yanks what-ho in the Congressional Cup. His victory in the nine-race series held March 10-16 breaks a 22-year American domination. What's more, he did it despite being protested out of two races — and that's no blarney.

Since the departure of the America's Cup, the Congressional Cup has become this country's most prestigious match racing series. As such, it attracts some of the top talent in sailing to the blue Pacific off Long Beach every March. This year, for example, seven of the ten helmsmen also skipper America's Cup 12-Meters.

Congressional Cup competitors race identical Catalina 38s one on one against each other until one comes out on top. Criticism in recent years as to inequalities lead this

'Merlin' counts off the final seconds of the Ano Nuevo.

year to Herculean efforts on the part of the race committee to make sure that all boats were as even as humanly possible. All ten donated Catalina 38s were individually weighed, and each received a new main, jib and spinnaker. And get this: a backup boat was ready to go for the Aussie team when they dropped the mast on their 38 the first day of practice. The day after that, the original boat — with a new mast, new rigging and new rudder (the original had been bent) — was back ready to race.

The real equalizer this year, though, was the wind. In the typical 10 to 15 knots of past Congressional Cups, local knowledge has been an indispensable asset — twenty of the previous Cups have been won by locals. This





## CONGRESSIONAL CUP RESULTS

| Skipper             | Yacht Club                    | Who They Are                                                                                                                           |
|---------------------|-------------------------------|----------------------------------------------------------------------------------------------------------------------------------------|
| 1. Harold Cudmore   | Royal Cork YC                 | Skipper of British 12 Meter <i>Crusader</i> .<br>Two time Congressional Cup winner.                                                    |
| 2. Dave Perry       | Yale Corinthian YC            | Skipper of 12 Meter <i>New Zealand</i> .<br>Took second in recent 12 Meter Worlds.                                                     |
| 3. Chris Dickson    | Royal New Zealand YC          | To belong to FYC, you have to race long Island Sound every weekend, year-round.                                                        |
| 4. Dave Dellenbaugh | Frostbite YC (New York)       | Skipper of 12 Meter <i>Eagle</i> .<br>Skipper of 12 Meter <i>Australia III</i> . Took first in recent 12 Meter Worlds.                 |
| 5. Rod Davis        | Newport Harbor YC             | Skipper for Canadian <i>True</i>                                                                                                       |
| 6. Colin Beashel    | Royal Perth YC                | <i>North America's Cup Challenge</i> .<br>"The press called him 'the longest longshot'," says a crewman, "and we didn't let him down." |
| 7. Terry McLaughlin | Royal Canadian Yacht Squadron | President of Catalina 38 Association.                                                                                                  |
| 8. Steve Flam       | Long Beach YC                 | Winner of three consecutive Flicker Cups.                                                                                              |
| 9. John Gobbell     | Huntington Harbor YC          | Skipper of Italian AmCup challenge; Italian Star and Soling Champ.                                                                     |
| 10. Flavio Scala    | Yacht Club Italiano           |                                                                                                                                        |

Cups.)

"There's a rule not used very often that says you can take a guy below the mark if you tell him you're going to do it and you go below yourself," says Flam crewman Dennis Roquet. "We tried to do that to Scala but shouting at him in English didn't do any good. So the boats hit and both of us went into a Chinese fire drill." Once around the mark the right way, with the Italians right in the wake of the Californian boat, a near 30-knot squall came through and Scala lost control. The boat broached, shredding its spinnaker and cementing the Italians' last place showing. A photo of the incident made the front page of the *Sunday Times*.

## Good News for Old Boats in IOR

You know you're getting older when you're happy the local 10K has age brackets. You can huff and puff along with the 30 to 39 year olds and not mind so much when at the halfway mark some 20-year-old punk in bare feet zips by you like you were tied to a stump.

The old age allowance instigated recently for this year's IOR ocean and Bay fleets is aimed at the same thing: making the owners of older boats feel competitive again by giving them a rating break. The motivation, of course, is to infuse the sagging local IOR ranks with some new — or in this case old —



Competitive once again — Hank Easom's 'Yucca'.

blood. The idea itself was overwhelmingly approved on a recent vote — 81 percent of IOR racers favored it.

Here's how it works. Subtract the age date (one of four different dates on the IOR certificate) from 1984. Multiply the square root of that number by 2.2, then subtract 3. That equals the percent to be deducted from the 1986 rating. This rule break is an adaptation of an old age allowance used in the 1978 SORC.

LYN HAYES

LATITUDE 38/RICHARD

year, the only knowledge that seemed to matter was how to keep the boat together long enough to beat your opponent. Big seas and winds in the 20-25 knot range with higher gusts battered the fleet through most of the series. To make it extra brutal — these SoCal race committees are into that sort of thing, we hear — the courses were only five miles long and required a lot of windward work. If you've ever tried short tacking a big boat in a lot of wind, you'll appreciate the sentiments of Phillip Denison, one of Cudmore's grinders: "I was about to have a mild seizure most of the time," he says. "After the races, I was a wasted mess."

Probably the most spectacular race was the last between Italy's Flavio Scala and the Long Beach YC's Steve Flam and his crew of locals (including his tactician Dad, Barney, a veteran of 10 Congressional



# THE RACING

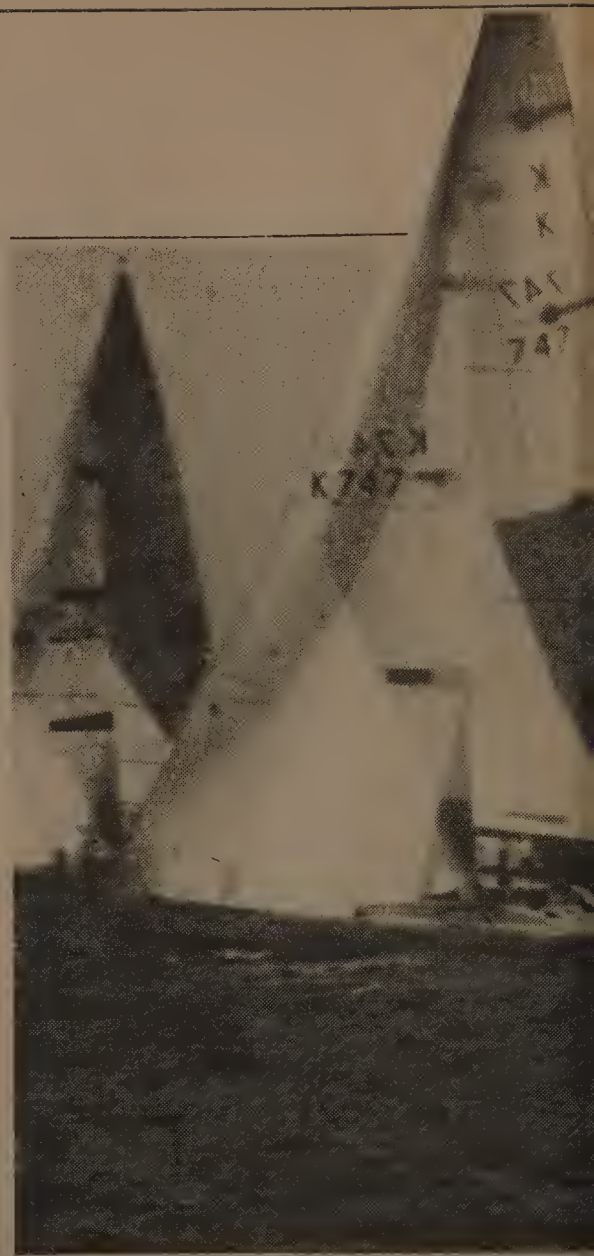
Obviously, the older the boat, the better the rating break. Breaks will be negligible for age ratings more recent than 1982. Here are a few examples using generalized 1985 ratings. (Actual ratings will be carried out to four places.) *Confrontation*, Dave Fladlien's Davidson 45 has an age date of 1980. Without the age break, it rated 33.5. With the break, it would come in at an even 33. "Big Daddy" Bob Klein's Peterson 40 *Leading Lady*, age date 1978, would get an even bigger nod — from 31.4 in 1985 to 30.7. One of the biggest breaks of the fleet goes to Hank Eason's beautiful 8 Meter Yucca. The 49-ft double-ender, which will celebrate its 50th birthday next year, gains almost four whole feet, going from 32.0 to 28.2. Incidentally, although the age date generally corresponds to the actual age of

the boat, that is not always the case. A modern boat built to a 1979 rating would get an old age allowance for that design.

The old age allowance for IOR boats is effective immediately, meaning that by the time you read this, older boats in both the Big Daddy and the Wheeler will have benefitted from it.

As we go to press, *Yucca* had taken second in division in the Big Daddy, something she had not done in years with her "modern" rating. "It makes us feel good about racing again," says Eason. "Now we feel we can go out and do good if we sail the boat right."

Other initial response has been favorable and quick. Within a week of the official approval on March 6, a half dozen "new/old" people had signed back up for the coming



season, says IOR President Colin Case. "And we're now in the process of sending newsletters with the announcement out to all our old as well as current members. We're also hoping the allowance will help dispell the 'grand prix' notion that's grown up around IOR in the past few years; that the only way you can win is to throw more money at the boat than the next guy."

The rule will remain in effect throughout the 1986 racing season. Post season analysis will then determine whether or not it should continue into next season. Whether that happens or not, the allowance should definitely quell the grumbings in at least one area, says a long-time IOR racer. "It will get these people critical of the rule to put up or shut up."

## The SORC

When it comes to IOR downwind speedsters, the Joubert/Niveit 42, *Abracadabra* sets the pace. Driven by Mark Ploch, the radical-looking new machine finished the Miami-Nassau Race with boats two classes ahead, correcting out half an hour ahead of the rest of the fleet and 90 minutes ahead of her big competition, Lowell North's Nelson/Marek 43, *Sleeper*.

Both fractional rig boats in Class 4, *Sleeper's* strong going to weather, while

## 1986 SORC Final Results

| Fleet          | Class | Boat Name              | Boat Type         | Skipper/Owner          |
|----------------|-------|------------------------|-------------------|------------------------|
| <b>Class 1</b> |       |                        |                   |                        |
| 26             | 1     | <i>Emeraude</i>        | Frers 69          | Jacques DeWailly       |
| 16             | 2     | <i>Boomerang</i>       | Frers 81          | George Coumantaros     |
| 27             | 3     | <i>Sassy</i>           | Holland 78        | Russell Schmidt        |
| 25             | 4     | <i>Matador</i>         | Frers 81          | William Koch           |
| 48             | 5     | <i>Condor</i>          | Holland 80        | Bob Bell               |
| <b>Class 2</b> |       |                        |                   |                        |
| 7              | 1     | <i>Fujimo</i>          | Frers 50          | Jerry Schostak         |
| 9              | 2     | <i>Nitissima</i>       | Frers 50          | J. Uznis/G. Uznis      |
| 13             | 3     | <i>Carat</i>           | Frers 50          | Wictor Forss           |
| 18             | 4     | <i>Windquest</i>       | Frers 50          | Rich Devos             |
| 14             | 5     | <i>Enterprise</i>      | Vallicelli 50     | Thomas Wilson          |
| <b>Class 3</b> |       |                        |                   |                        |
| 5              | 1     | <i>Calculated Risk</i> | Nelson/Marek 43   | Jon Edelman            |
| 6              | 2     | <i>Advantage</i>       | Farr 43           | P. Steggall/J. Smith   |
| 17             | 3     | <i>Gemini</i>          | Vallicelli 46     | Mario DiGiovanni       |
| 28             | 4     | <i>Gem</i>             | Kaufman 47        | Bill Zeigler           |
| 35             | 5     | <i>Backlash</i>        | Everitt 43        | Tim Herring            |
| <b>Class 4</b> |       |                        |                   |                        |
| 3              | 1     | <i>Sleeper</i>         | Nelson/Marek 42   | L. North/D. Jennings   |
| 1              | 2     | <i>Abracadabra</i>     | Joubert/Niveit 42 | J. Andrews/L. Lemak    |
| 22             | 3     | <i>Lobo</i>            | Reichel/Pugh 42   | Roger Livingston       |
| 30             | 4     | <i>Mandrake</i>        | Dubois 43         | David Marlow           |
| 42             | 5     | <i>Insatiable</i>      | Nelson/Marek 41   | Fred Krehblei          |
| <b>Class 5</b> |       |                        |                   |                        |
| 2              | 1     | <i>Jade</i>            | Humphreys 40      | Larry Wooddell         |
| 4              | 2     | <i>Regardiess</i>      | Nelson/Marek 39   | William Corcoran       |
| 11             | 3     | <i>Blade</i>           | Castro 40         | Paul Tennyson          |
| 12             | 4     | <i>Bodacious</i>       | Farr 40           | Bill Coolidge          |
| 10             | 5     | <i>Mustang</i>         | Briand 40         | Siebe Noordzy          |
| <b>Class 6</b> |       |                        |                   |                        |
| 32             | 1     | <i>Right On</i>        | Van de Stadt 34   | K. Dehier/W. Dehier    |
| 36             | 2     | <i>Motivation</i>      | Van de Stadt 34   | Ralf Bahrmann          |
| 41             | 3     | <i>Slo-Poke</i>        | Van de Stadt 34   | D. Flitman/J. Hastings |
| 45             | 4     | <i>Bubba</i>           | Jeppesen 33       | Bernard Blum           |
| 44             | 5     | <i>Hot Tub</i>         | Farr 36           | William Terry          |





COURTESY SAILORS' GAZETTE

Class 5 SORC start at Fort Lauderdale. Left to right, 'Impulse', 'Jade', 'Total Eclipse', 'Wildcat', and 'Innisfree'.

*Abaracadabra* goes best the other way. Unfortunately for North, who was the fleet leader for much of the light air series, the final 22-mile Nassau Cup was a spinnaker start. He got buried while *Abracadabra* made the most of her conditions, putting enough boats between her and *Sleeper* to win the

Circuit overall. Disappointing as it was, North did edge the German-designed boat in Class 3.

Class 1 was a bit of a surprise, as the Frers 72 mini-maxi, *Emeraude*, took George Coumantaros' seemingly invincible *Boomerang*. Class 2 was a Frers 50 shoot-out; *Fujimo* took honors. Class 3 went to *Calculated Risk*, the old Nelson/Marek 43, *High Roler*, with a push from the Farr 43,

*Advantage*. It was the previously mentioned *Sleeper* and *Abracadabra* in Class 4, with Roger Livingston's *Lobo*, a Reichel/Pugh 43 from Seattle, in third.

Class 5 was the one tonners, with lots of different designs, and nobody consistently faster than the rest of the fleet. The Humphrey's 40, *Jade* was followed by the Nelson/Marek 40, *Regardless*. Class 6 went to *Right On*, a Van de Stadt 34 followed by two sisterships.

Lots of sailors are concerned about the SORC's health. It's long, expensive, and no longer a trial for the Admiral's Cup. The fleet was way down this year, and everybody's wondering how many boats will show up February when all the attention will be focused on Perth.

### Singlehanded TransPac Entries Close

Entries for the sixth Singlehanded TransPac closed April 1. As we went to press, 20 boats had been officially entered for the June 14 start, including two multihulls and an unstayed catboat. Several race veterans were back for another go-around, including David Hamilton, Peter Hogg, Jerry Huffman, Jeff Hartz, Linda and Dan Newland (racing separate boats) and 1984 winner Mark Rudiger. Notable among 'first-timers' is Hank Dekker, the blind sailor who has already made the Hawaii passage once in a non-race situation. Here's a com-

## MARCH MIDWINTERS RESULTS

### SAUSALITO CRUISING CLUB

These are the overall standings for SCC's 1985-1986 Midwinters. The five-race series began November 2 and ran through March 1. Next on the agenda for the club on the barge is the beginning of the Friday night series. For more on that or any SCC activity, call 332-9922.

**Columbia Challenger** — 1) Shay, Rich Stuart, SCC; 2) Osprey, Jim Adams, SCC; 3) Suzy Q, Jim Van Blarigan, (no club).

**Golden Gate** — 1) Pajarita, Robert MacDonald, Bay View Boat Club; 2) Sanderling, Tom Anderson, SFYC; 3) Kuulpo, Chris Kraft, (no club).

**Triton** — 1) Cyrene, Chris Wahl, SCC; 2) My Way, Lowell Jett, SCC; 3) Skye Mist, Paul Brent, CYC.

**Division 1** — 1) Sangvind, Farr 48, Jerry Jensen, MYCO; 3) Sonatina, Kaufman 30, Peter Corlett, PYC; 3) Ruckus, Newport 30 II, Paul Von Wieden-

field, PYC.

**Division 2** — 1) Twisted, Ranger 23, Don Wieneke, SYC; 2) Huffin, Cal 2-27, Jerry Olsen, SCC; 3) Roquetort, Newport 30, Bob Marshall, SCC.

**Division 3** — 1) Gusty, Santana 22, Mike Bykoff, RYC; 2) Peer Gynt, Knarr, Kjell Skaar, CYC; 3) Caerthen, C&C 35, John Larsen, (no club listed).

**Division 4** — 1) Sparkie Plenty, Ariel, Dave Henderson, (no club); 2) Caliban, Cal 20, Dave Green, BBC; 3) C-Lyn, Electra, Jack Van Kueren, SCC.

### METROPOLITAN YC

More '85-'86 Midwinters results. These ones are preliminary cumulatives, which means they could change pending the outcome of protests. The four Metropolitan race weekends, which ran from November

11/12 to February 8/9, have always attracted one of the largest fleets. MYCO has a whole bunch of stuff happening this season, not the least of which is our East Bay Crew List Party on April 10. For more on their other activities, call 832-6757.

#### ♦ Saturday Classes

**Division A** 1) Kitty Hawk, Sonoma 30, Rhonda Fleming; 2) Sparky, custom, Bill McCuen; 3) Potsticker, J/29, Kirt Denebeim/ R. Losch.

**Division B** — 1) Bella Donna, Burns 27, Dan Woolery; 3) Bad Bunny, Wylie Wabbitt, Colin Moore; 3) Gold Rush, Martin 242, Pat Regan.

**Division C** — 1) Predator, Hawkfarm, Dan Newland/Linda Weber-Rettie; 2) Pearl, Olson 25, Bill Riley; 3) Honey's Money, Olson 25, Bob Evands.

**Division D** — 1) Ouzel, Thunderbird, Mike Sheats; 2) Hurrah, Yankee 30 Mk I, John Wright; 3)



# THE RACING

## SINGLEHANDED TRANSPAC ENTRIES

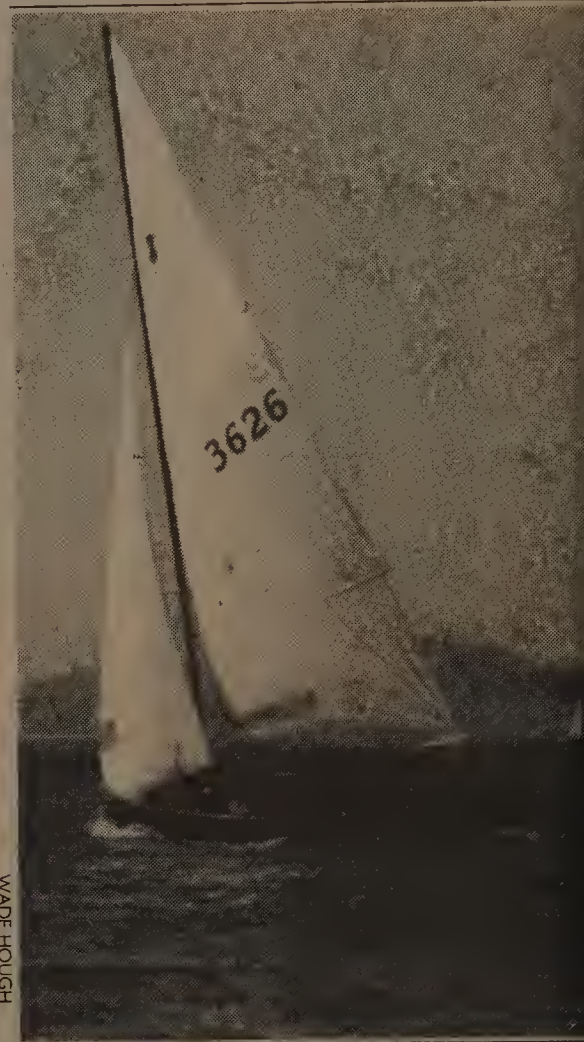
| Racer             | Boat                 | Type                     |
|-------------------|----------------------|--------------------------|
| Dave Hamilton     | <i>no name</i>       | Zool 38                  |
| Graham Hawkes     | <i>Aquila</i>        | Olson 40                 |
| Peter Hogg        | <i>Tainui</i>        | Newick 40<br>(catamaran) |
| Jerry Huffman     | <i>Pacific Child</i> | Cal 34                   |
| Paul Kamen        | <i>Twilight Zone</i> | Merit 25                 |
| Ralph Morganstern | <i>Geodesic II</i>   | Morgan 30/2              |
| Linda Newland     | <i>Predator</i>      | Hawkfarm                 |
| Dan Newland       | <i>Francis Who?</i>  | Olson 30                 |
| Mark Rudiger      | <i>Shadowfox</i>     | Carlson 29               |
| DeLoyce Alcorn    | <i>Full Tilt</i>     | Capri 25                 |
| Gary Barlow       | —                    | not specified            |
| Barry Bristol     | <i>Coaster</i>       | Greatlock                |
| Peter Cameron     | <i>Stray Cat</i>     | Freedom 25               |
| Hank Dekker       | <i>Tycy</i>          | Laser 28                 |
| Jim Fair          | <i>Chesapeake</i>    | Merit 25                 |
| Bud Frazee        | <i>Unity</i>         | Capo 26                  |
| Paul Steinert     | —                    | not specified            |
| Dave Westphal     | <i>Fat Marbles</i>   | 44 (trimaran)            |

plete listing of entries (less two people who asked not to be listed) as of late March. We'll have a more extensive preview of the race in our next issue.

### Rush Hour

What's it take to race on the Bay when the 12 Meters are dueling along the City Front? Well, a combination of courage, determination, insanity, good boat handling skills, a love of crowds and definite masochistic tendencies.

Afterall, the weekend of March 1 and 2, when *USA* and *Canada II* tuned up for the real trials later this year, was anything but calm. Consider that besides the 12 Meter races on Saturday, the St. Francis YC also hosted its spring keelboat regatta. And on Sunday, the Golden Gate YC ran a makeup race for one of its cancelled midwinters. To make it even more interesting, inflatable weather marks for all three fleets were



WADE HOUGH

## MORE MARCH

Beamish, Luders 36, Charles Fairchild.

Division E — 1) *Slow Dancer*, San Juan 24, Dennis Beckley; 2) *Latin Lass*, Catalina 27, Bill Chapman.

Division F — 1) *Hawk*, Alberg 30, Wren Collins; 2) *Two Blts*, Cal quarter-ton, Ray and Marcine Osborn; 3) *Nareesia*, Coronado 25, Bobbi Tosse.

Olson 30 — 1) *Saint Anne*, Richard Heckman; 2) *Naked Aggression*, Perry Matthews/Kathy Marshall; 3) *Zephyros*, Dave and Ann Oliver.

Express 27 — 1) *Trimmer*, Dave Hodges; 2) *Desperado*, Mike Bruzzone; 3) *Not Yet*.

Santa Cruz 27 — 1) *Variety Show*, Bob Schuyler; 2) *Hot Flash*, Bren Meyer; 3) *Duet*, Bob De Witt.

J/24 — 1) *Sowick-Cited*, Helmar Sowick/ Jeff Madrigali; 2) *Ask Don*; 3) *PT 73*, Peter Young.

Merit 25 — 1) *Chesapeake*, Jim Fair; 2) *Twilight Zone*, Paul Kamen; 3) *Xanadu*, Bill Glass.

Newport 30 — 1) *Topgallant*, Frank Hinman; 2) *Achates*, Bob Shock/Bill Schultz; 3) *Harry*, Dick Aronoff.

Cal 2-27 — 1) *Con Carlo*, Gary Albright; 2) *Sundance II*, Leigh Bright; 3) *Wanika*, Steve Wilson.

Catalina 30 — 1) *Mona Too*, Dave Halaby; 2) *Revision*, Dave Jacoby; 3) *Starkite*, Brian McDonough.

Ranger 23 — 1) *Smokey*, John Nelson; 2) *Impossible*, Gary Kneeland/Joan Newberry; 3) *Nightwind*, Richard Sloan.

Santana 22 — 1) *Buffalo Honey*, Lou Fields; 2) *Hot Ruddered Bum*, Eric Fieberling; 3) *Tara*, Howard Brunn.

Sunday Classes

Division I — 1) *Sweet Okole*, Farr Custom, Dean Treadway; 2) *Fad*, Olson 29, George Olson; 3)

*Mesmerize*, C&C 35, Todd Lee.

Division II — 1) *New Wave*, Express 27, Carl Schumacher; 2) *Blazin' J*, J/27, Don Trask; 3) *Frog In French*, Express 27, Kame Richards.

Division III — 1) *Zot!*, Choate 27, Bob Hrubes; 2) *Loose*, custom, Jerry Fisher; 3) *Wanderlust*, Ericson 35, Bruce Munro.

Division IV — 1) *Magic Jammies*, Wavelength, Charles Witcher/Nick Rau; 2) *Yankee Doodle*, Yankee one-design, Brian O'Donoghue; 3) *Capriccioso*, Capo 26, Dave Nemzek.

Division V — 1) *Chesapeake*, Merit 25, Jim Fair; 2) *Twilight Zone*, Merit 25, Paul Kamen; 3) *Xanadu*, Merit 25, Bill Glass.

Division VI — 1) *Catch 22*, J/22, Jerry Blok; 2) *20/20*, Cal 29, Phil Gardner; 3) *Intrepid Fox*, Cal 34, Jim Fitzmaurice.

Division VII — 1) *Honcho II*, Santana 27, Paul Rosenthal; 2) *Con Carlo*, Cal 2-27, Gary Albright; 3) *Temptation*, Cal 2-27, Rollye Wiskerson.

Division VIII — 1) *Jubilee*, Ariel, Don Morrison; 2) *Passage*, Coronado 25, Peggy Hickman; 3) *Mintaka*, Triton, Jerry Brown.

Santana 35 — 1) *Northern Light*, Wayne Moscow; 2) *Hurly-Burly*, Rich Savoy; 3) *Dance Away*, Robert Bloom.

Islander 36 — 1) *Tom Cat*, Allan Sebastiani; 2) *Prima Donna*, Eric Warner; 3) *Juggernaut*, Frank Tomsick.

Wylie Wabbit — 1) *Bad Bunny*, Colin Moore; 2) *Mr. McGregor*, Kim Desenberg; 3) *B.A.W.T.*

Moore 24 — 1) *Tinsley Maru*, Bruce Hayes; 2) *Blitchin*, Brian Goepfrich; 3) *Popeye*, John Kelly.

Olson 25 — 1) *Fastlane*, Norm Williams; 2) *Honey's Money*, Bob Evans; 3) *Pearl*, Bill Riley.

Islander 30 — 1) *Antares*, Larry Telford; 2) *Bianca*, Bruce Wallace; 3) *Current Asset*, John Bowen.  
Santana 22 — 1) *Bantana*, Paul Banta; 2) *Nemesis*, Anna Peachy; 3) *Gust Buster*, John Orfali.

### Women's Racing Association

Weather was beautiful for the first of two WRA midwinter races held in March. The March 1 event, billed as the Ann Shalleberger Memorial, featured mostly sunny skies and moderate wind from the Northwest — just the way it's supposed to be. The second race on the 16th, things were rougher, though not nearly as bad as they had been the day before when heavy winds from the Southeast plastered Big Daddy competitors brave (crazy?) enough to try to race in it. Things got better as the 16th progressed, and by the end of the day, racers were sailing in a moderate Northeast wind and smooth water.

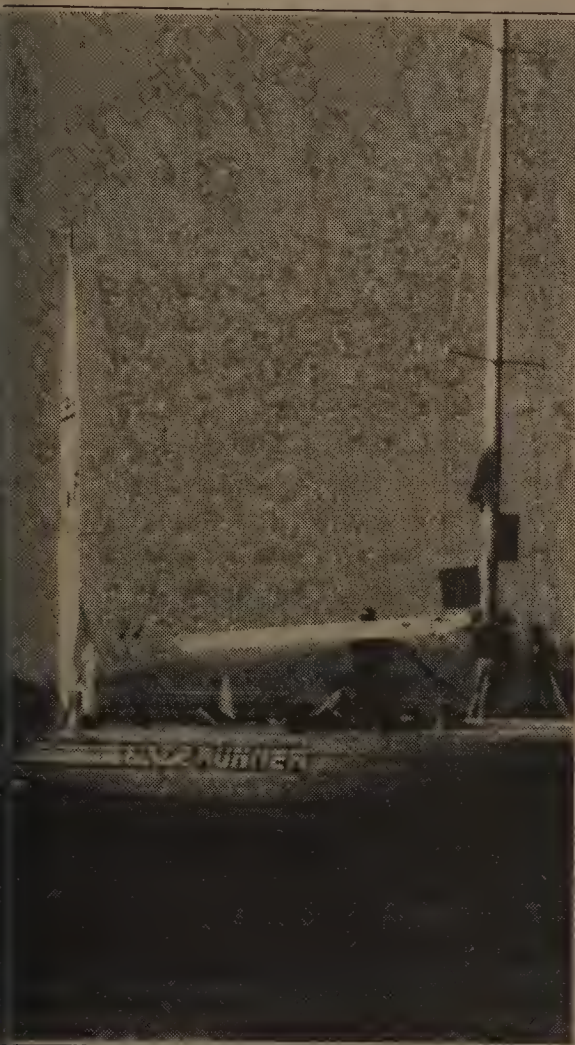
2/1 — *Ann Shalleberger Memorial (SFYC)*

Division A — 1) *Ricochet*, Wylie Wabbit, Gene Harris; 2) *Arletta*, P.J. Standfast, Linda Salmon; 3) *Lipstick*, Express 27, Marcia Schnapp.

Division B — 1) *Hot Spunk*, J/24, Vicki Sodaro; 2) *Hot Chocolate*, Newport 30, Mary Lou Oliver; 3) *Half Fast*, Merit 25, M. Osborn.

Division C — 1) *Happy*, Santana 22, Barbara Kerr; 2) *Shanghai*, Islander 28, Carol Jesmore; 3)





located in the same general area of Crissy Field.

When you add in the 12 Meter spectator fleet, the chop, helicopters hovering overhead, high winds and boardsailors reaching across the course, you get a picture of just how unrelaxing it all was.

Both Saturday and Sunday, sightseers arrived in droves to watch the big boats battle it out. Meanwhile, the not-so-famous racers on their Moore 24s, J/24s, J/29s, Etchells 22s and Star boats, were struggling for space as they all short tacked up the City to avoid the wrath of a flood tide and try to keep their boats flat in more than 20 knots of wind.

Power boats big enough to be mistaken for committee boats, cruisers and overly enthusiastic sailboarders, however, weren't the only major obstacles. A helicopter chasing the 12 Meters to get good photographs capsize at least one Star boat during Saturday's race.

"We went all the way over to the spreaders and starting taking in water," recalls Bill Beebe. "I don't know just how much turbulence a helicopter creates, but that was sure no little puff of wind."

Ironically, Beebe is originally from Newport, Rhode Island, and worked with the Canadians during the 1983 America's Cup campaign. He's seen more than his share of cup craziness. But he says Newport is calm by comparison.

"It gets wild out there in the afternoon when the boats go out," he says of the Newport scene. "But everyone follows them 10 or 15 miles offshore and the harbor is clear of all the craziness. Newport is never this crowded."

### Race Notes

What do race boats do when they're not racing? Well, sometimes they act as committee boats, like Bill Twist's **Bladerunner** at the February 23 Richmond YC SBRA Midwinters. That's Thistle second place finisher Ron Smith sailing by the Reichel/Pugh 47, providing an interesting study in contrasts. *Bladerunner* was designed nearly 50 years after the venerable old Thistle.

**Three Bridge Fiasco** winner Brian O'Donoghue called last month to clarify a point on our write-up of the race. "I won the race, and I did do it in record time," he said, "but I did not have the fastest elapsed time over the course." Brian's *Wildflower*, a 1973 Cal 27, was an early starter in the reverse handicap event. Though he did complete it before anyone else, "The faster boats, — like the trimarans *Defiance* and *Sundowner*, and the Swede 55, *Bird*, — were catching up fast. If you figure out how far behind me they finished compared to how far behind me they started, I think you'll see that they actually had faster elapsed times."

Kudos to dinghy sailors Steve and Ann Toschi and Alan Laflin, all of the St. Francis YC. In moderate winds and sunny skies, Steve and Ann bettered a fleet of 20 International 14 sailors to win the **1986 Alamitos Bay Midwinters** in mid February. Then they came back up north and took second in the cold and blustery **St. Francis YC Spring Dinghy Invitational** on March 15 and 16. No slouch himself, Laughlin took fourth and third, respectively, in those events.

## MIDWINTERS

Rapid Transit Jr., Ranger 23, Suzanne Sylvester.

**Division D —** 1) *Constellation*, Islander Bahama, Sandi Harris; 2) *Mai-Tai-Mmm*, Cal 20, S. Howland; 3) *American Express*, Ranger 26, L. Ardleigh.

2/16 — GGYC

**Division A\* —** 1) *Ricochet*, Wylie Wabbit, Gene Harris; 2) *Arietta*, P.J. Standfast, L. Salmon.

**Division B\* —** 1) *Hot Spunk*, J/24, Vicki Sodaro; 2) *Sweeney Todd*, J/24, Liz Menis; 3) *Blue J*, J/24, Susie Madrigali.

**Division C —** 1) *Shanghai*, Islander 28, Carol Jesmore; 2) *Legacy*, Ranger 29, Sue Hoehner; 3) *Rapid Transit Jr.*, Ranger 23, Suzanne Sylvester.

**Division D —** 1) *Sweet Breeze*, Cal 20, Mary Coffey; 2) *Mal Tai Mmm*, Cal 20, S. Howland; 3) *American Express*, Ranger 26, L. Ardleigh.

\*Pending protest may change the standings in these classes.

### Corinthian YC

Rough weather and the rescheduling of CYC's second midwinter weekend regatta from February 15/16 to March 8/9 whittled the expected 160 boats down to only 53 actual participants for the March 8/9 event. And with the sporadic rain and blustery winds, that one almost looked as though it would be cancelled like the February 15/16 event. But the weather held and the races — one Saturday, one Sunday — came off without a hitch. The two CYC regatta weekends are separate entities; there are no

overall results for both races. Here are the final standings for the March 8/9 weekend.

**Islander 28 —** 1) *Sagitta*, Fred Conta; 2) *Shanghai*, Ken Jesmore; 3) *Jose Cuervo*, Sam Hock.

**IOD —** 1) *Harem*, Noel Markley; 2) *Quickstep*, George Degnan.

**Knarr —** 1) *Peer Gynt*, Kjell Skaar; 2) *Lykken*, A. Robert Fisher; 3) *Gannet*, Bob Thalman.

**Olson 25 —** 1) *Valkyrie*, Dick Duoos; 2) *Vivace*, Bill Riess; 3) *Honey's Money*, Bob Evans.

**Santana 22 —** 1) *High Hopes*, Aidan Collins; 2) *Dupper*, Joseph Schmidt; 3) *Dinkyramb*, Reed Overshiner.

**PHRF I —** 1) *Hana Ho*, Santa Cruz 50, Rolf and Julie Croker; 2) *Defiance*, Lidgard 40, Brend Gadow/John Shirley; 3) *Dark Horse*, One ton, Dennis Surtees/Dick Horn.

**PHRF II —** 1) *In the Bagg*, Kevin Bagg; 2) *Caerthan*, Dave Benefiel; 3) *Rum Tum Tugger*, Catalina 38, Bob Campbell.

**PHRF III —** 1) *Rainbow*, Ericson 35, Craig Brown; 2) *Ruckus*, Newport 30 II, Paul and Lynn Von Weidenfeld; 3) *Surprise*, John Rolien.

**PHRF IV —** 1) *Anonymous*, Ed Perkins; 2) *Fury*, Quarter ton, Lou Woodrum; 3) *Whither Thou*, Gene and Doty Haynes.

**PHRF V —** 1) *Caliban*, Cal 20, Dave Green; 2) *Tension II*, Cal 20, John Nooteboom; 3) *Tempestuous*, Susan Byrne/R. Lee.

**PHRF Non-Spinnaker —** 1) *Margo*, George Adams; 2) *Migration*, Charles Herman; 3) *Tyk*, Bill Snyder.

**PHRF UL —** 1) *First Edition*, Leo Frederickson; 2) *Petard*, Keith Buck; 3) *Grand Jete*, Bill Patri.



# CHANGES

With reports from **Nuevo Vallarta**; from **Solveig** in Moorea; from **Coral** in Cabo; **Antipodiste** back in San Francisco; **Blue Feather** in Alaska; **Little O** in Cabo; **White Cloud** in Tahiti; **Peti Babe** in Morro Bay; **Ham Radio Exams** in La Paz; **Nauti-One** in Mazatlan; **Content** back in Moss Landing; **Expectation** in Careyes; and, **cruise notes**.

## Hey, Is This San Diego? Nuevo Vallarta Marina Banderas Bay, Mexico Dennis Williams

Nuevo Vallarta Marina is not found on the charts, nor mentioned in the popular cruising guides, but Mexico's newest marina has potential to become one of the best.

Designed along the lines of Norte-americano marinas with its pilings, deck

jerry jugging drinking water from questionable sources. Summed up sailor Janet Calvert: "This marina is like a 'Cheeseburger in Paradise,'" she said while rhythmically varnishing to a Jimmy Buffett tape. For her, Nuevo Vallarta is a welcome reminder of home while so far away in the tropics.

If the marina is like a cheeseburger, then it's served plain without mayo, pickles, catsup or onions. The Nuevo Vallarta development — which also includes homes, condos and hotels — is literally hacked out of the jungle and relatively isolated. Diesel fuel, gasoline, ice, food, beer, along with big city attractions are located in Puerto Vallarta, about six miles by road. Round-trip bus service is irregular and a one-way taxi ride is a stiff: 3,000 pesos (about \$6.80).

However, limited supplies and a long distance telephone are available at the Marival Condotel. The time-sharing condominium/hotel is a 1¼-mile dinghy ride north of the marina via the Bahia del Chino's salt water canals. This jungle cruise is worthwhile in itself. White herons, pelicans, kingfishers and dense tropical foliage is contrasted with several elegant, newly-built Spanish-style homes decorated with gleaming power yachts. Ah progress.

Despite its isolation, ongoing construction noise and lack of complete facilities (no showers or toilets), most visitors are enthusiastic about the marina. "It's wonderful; we love it here," said San Francisco sailors Ro and Marie Larum, aboard *Flying Cloud*, a 36-foot Luders. The docks provide space to work on long dormant boat projects, exchange business services, and an opportunity to become reacquainted with the easy marina lifestyle. Because of a rash of petty boat gear rip-offs at San Blas, cruisers feel secure with the marina's two security guards.

Although each week brings more boats to the marina, slip vacancies run about 90 percent. On the last day of January 1985, only 38 boats had tied up. One busy Californian, alone on a 50-slip dock, was simultaneously working on six boat projects perched on as many deck boxes. "All this room is great," he said stepping over piles of anchor chain. "I couldn't do this at home."



The 24½-foot long slip costs \$4 a night, which includes electricity and water. There are seven, 60-foot end ties. Vessels too large for the slips anchor in the marina basin at no charge.

Rent is collected by the amiable Victor Paniagua. *El Jefe de la Marina* is a University of Guadalajara civil engineer. He predicts more facilities in the future. "Cube ice, beer, soda and other supplies will be available in several days," he said pointing to a building being plastered by workers. The 28-year-old Mexican said in two months the marina will have diesel fuel and gasoline. And in the future, he said, possibly a supermarket, laundry and disco.

Whether or not Victor's predictions come true on schedule remains to be seen. One problem needing immediate action is dredging of the jetty neck. During low tide the depth is less than ten feet and at least one large vessel has run aground. Large waves sometimes close off the entrance with breaking surf. Victor said that when the marina basin was dredged three years ago the job



Get off it! This isn't Mexico — is it? Si, es Nuevo Vallarta.

boxes and floating docks, Nuevo Vallarta looks like it belongs in California. "Hey, is this San Diego?" observed one amused sailor motoring into a slip.

The 330-slip marina opened officially December 1985. Owned and managed by the Mexican government, the marina sports security guards, electrical outlets, fiberglass dock boxes and a seemingly inexhaustible supply of chlorinated water. The dockside water is a definite luxury to cruisers weary of





DENNIS WILLIAMS

Victor Paniagua, 'El Jefe de la Marina'

## Yate Solveig Cook's Bay, Moorea

I'm an English singlehander who has been out here since 1983 (*El Nino*). While sitting here in Moorea, a sailing friend handed me a copy of the January issue of *Latitude 38*.

In regard to hurricanes, it's amazing — or is it? — how many mistakes and misconceptions yachties can formulate, especially those merely passing through. If you can read French, there is an excellent book on hurricanes in French Polynesia issued by La Societe de Etudes Oceannienes: *Les Cyclones en Polynesie Francaise Bulletin 166-177, 1825-1966*.

Here you can read all the gory details. However, to save you the trouble, here is a synopsis — but only a synopsis — of hurricanes experienced in Tahiti and Moorea since the beginning of the century:

- 1901 — 22nd of December.
- 1905 — 23rd March.
- 1906 — 7th-8th of February.
- 1935 — 6th-12th of February.
- 1958 — 16th to 18th of January.

1959 — 27th & 28th of January.

1961 — 13th & 14th of March.

1983 — Of course this was the *El Nino* year, with six hurricanes including *Vena* on April 13!

Remember, this list does not include hurricanes that ravaged other areas of Polynesia (excluding Tahiti), especially the notorious one of 1903 which devastated many of the atolls in the Tuamotus.

From this you will see that the incidence of hurricanes is probably greater than you expected — and what's more, it is possible to experience them in consecutive years!

Then to inspire you to greater confidence, you may want to know that we have just had the dubious pleasure of hurricane *Ima*, which at its closest was centered 124 miles southwest of Tahiti from February 17th-19th. Fortunately, we only experienced the tail edge of it, with winds force 6, 7 and 8. They rarely exceeded 42 knots and often as not blew in the 25 to 53 knot range.

However, with the jet stream located abnormally north this year and with it the area of high pressure that usually protects Polynesia from most hurricanes, it could have come closer!

So everybody should remember, you can never tell for sure.

Personally, it would seem safe to say that if you can plan to arrive in the Marquesas from the end of April onwards, you should be in the clear.

— margaret hicks 2/26/86

Margaret — Say, weren't you the woman who did the *Mini-Transat* the same year as Norton Smith and Amy Boyer?

Thanks for the information on those hurricanes. We suppose you've heard that there's been some additional indications that perhaps another *El Nino* situation may be starting to form. That should keep everyone on their toes.

If you get some time, we'd love to see what information you might be able to dig up about hurricanes in the Marquesas and Tuamotus. Historically have they been hit less often than Tahiti? Or are records and reportings too infrequent to be of use?

## Coral — Frers 31 Patrick and Lindi Cabo San Lucas

Just a word to let you know that your couriers are doing a wonderful job, and are greatly appreciated by *Latitude 38* recipients

was not completed. Deep draft boats should enter and leave the marina at high tide.

The marina is located six nautical miles northwest of Puerto Vallarta on the south side of Banderas Bay and one mile northwest of the Rio Ameca, identified by a low sandy point lush with trees. Both the river and point are not named on the *Mexico West ChartGuide*, but the river is clearly shown on the chart. A six story hotel under construction is visible from sea and located on the beach slightly north of the jetty entrance. From Cruz de Juanacosta, about six nautical miles to the marina's north, steer approximately 122° True. The marina's 425-foot long jetties are identified by a red light tower on the right (when entering) and green on the left.

— dennis williams 2/5/86

## Hurricanes in French Polynesia Margaret Hicks



# CHANGES

in the far reaches! Twelve copies of the February issue were gobbled up on the spot when Ed on *Trauma* brought them to the beach volleyball game here. We were lucky we got there early!

Life in Cabo is easy to take, and we've been taking it pretty easy here for two weeks now. But we assure ourselves that we deserve all this sunshine and lovely weather — afterall, we paid our dues sailing down the coast for three months during all those nasty early winter Pacific storms!

Knowing that many cruisers would be following the well-seasoned itinerary in your *Mexico Cruise Primer* series, we didn't. Nothing personal, you understand, just thought we'd fill in the empty spaces that everybody else missed. Besides the endless search for surf ranks high on this crew's priority list.

Almost six weeks disappeared as we explored the west coast of Baja, anchoring in almost every place possible, enjoying the expansive solitude, the utter beauty, and the friendly fishermen. We could write a story about each place, but let us just say there is much magic to be discovered by those who take the time to adventure. When the whales speak, it's certainly worth a listen.

We met Bob and Jane on *Geisha* and Mark on *My Baby*, when we sailed into Turtle Bay and, as fellow victims of a terrifying gale off Cedros Island, we discovered we had a lot in common. We licked our wounds, discovered the friendly town together, enjoying the 25 cent beers and the delicious \$1.00 meals.

Mark and Patrick were in heaven when we arrived at Panta Pequena just as a big swell hit. They surfed to their heart's content, though still donning wetsuits. It seemed like everywhere we went we heard reports of warm water and weather at the next point south — only to find that we must have brought winter along with us and it was warmer just at the next point south. Now we hear *el warmo* has moved north!

Lest rumors run rampant concerning the incident(s) at Magdalena Bay, allow us to set the record straight. Our arrival at Man-O-War Cove was punctuated by a visit by a Mexican 'official' in a *panga*. He presented rather questionable identification (a *policia* I.D. card expired in 1982, a Department of Transportation I.D. card expired in 1985, and an official-looking ink stamp in his notebook), but he made it clear that if we did not hand over our clearance papers, we

could be arrested by the Mexican Navy. Not wanting any trouble, we handed him the papers, but felt uncomfortable not having them in our possession all night until the Port Captain's office (yes, there is a Port Captain at Man-O-War Cove) was to open in the morning. (What if a strong, inshore wind came up during the night and we had to leave? Two wrecks on the beach attest to the possibility.) He also requested any whiskey or beer we had, which he said was for his (already *borracho'd*) chauffeur.

This didn't seem like the usual procedure, so Lindi checked on the ham nets for anyone with experience and advice. We learned of similar reports and were requested to get any information we could on the individual, as the authorities in La Paz were aware of the problem and wanted to take care of it. To make a short story long, within 24 hours of reporting the information to the ham net, was relayed to La Paz, then to San Carlos. Soon the individual was being questioned by very embarrassed authorities and several very courteous members of the

Chuck Warren found Hawaii unfriendly to visitors by boat. Maalaea Bay, was no exception. Next time he'll skip the whole chain.

Mexican Navy were alongside our boats in a *panga* in pouring rain — just checking to make sure everything was allright. It was, and it is. *No problema*. So please don't let any rumors you may have heard about Man-O-War discourage your visit there. We would be very surprised if it ever happens again.

Other yachts in Cabo in mid-February include *Geisha*, *My Baby*, *Margaret*, *Sumiki II*, *Rob Roy*, *Paper Mache*, *Sky Pilot*, *Dichotomy*, *Scot Free*, *Nutra*, *Wind Thieg*, *Tai Ping*, *Cherise*, *Aura*, *Viking*, *Oscar Tibring*, *Randi Larson*, *Typhoon*, and *Looking Glass*.

— patrick and lindi 2/17/86

Patrick and Lindi — You have no worries about crowds on our Mexican Cruise Itinerary, because virtually nobody follows it. Everybody is a month or two behind — and twenty degrees cooler. You don't need a







LATITUDE 38/RICHARD

and nice — including moonlit nights, dolphins and getting up in the middle of the night to the sound of slatting sails.

After my jury rig gudgeon repair — a creative application of hose clamps that worked fine — I made my turn north at about 130W, having followed 25N from 150W. At about 33N I started to get typical offshore California fog and northwesterlies; it was just like home. I started receiving VHF weather reports and the Loran was working.

Finally at 0300 on Friday I coasted in on a dying breeze and a dwindling favorable current to an anchorage off Sausalito. I've completed my first voyage.

— chuck warren 3/1/86

*Readers — We had a brief chat with Chuck when he dropped this Changes off. He reported that his light 30-footer took 17 days for the passage from Moorea to Hilo, Hawaii.*

*After French Polynesia, Chuck found little to like in the Hawaiian chain. Things started off poorly when a zealous harbor patrolman at Hilo banged on the side of his boat at 0500, insisting that he come ashore that instant to check in. Maui wasn't much better. Chuck says that if he had to do it again, he'd continue on to the Line Islands and then head for home bypassing the Islands completely. "To hell with Hawaii," he says.*

*Incidentally, while Chuck made it home alright, winter crossings from Hawaii to San Francisco are generally considered to be a poor idea.*

## **Blue Feather — Westsail 32 Jerry and Barbara Seitz Alaska (Seattle, Washington)**

This is our first winter in Alaska. We live on a sailboat, and until a slip can be assigned we hang out on the end of a float in "transient" moorage in Ketchikan.

Having sat through a few 60 mph wind storms up here, the weatherman's prediction of 55 to 60 mph winds Thanksgiving Eve didn't alarm us. But the barograph was dropping steeply and we should have been our own weatherman.

An extra bow line had been set, but otherwise we left things as they were. Halyards began slapping even though bungeed away from the mast. My husband, Jerry, was already drifting off to sleep and I didn't want to go out in that nasty weather to tighten the cords, so I turned over to try to sleep.

## **KRA-POW-BOOM-THUD!!**

We were blasted out of our half-sleep. Scared out of our wits, we stumbled out of bed in the pitching boat. I stuffed myself — pj's and all — into pants, fumbled bare feet into shoes, grabbed a jacket and climbed into the cockpit to hear my husband bellow over the wind, "Nothing to do up here now but lash down what's left."

Our wind generator had come down. It had flown in 60 mph winds before with no problems, but somehow the safety line had parted and it was too dark and rough to try right then to figure out how it had happened. We left it for morning.

Wind-whipped foam blew across Tongass Narrows, blurring even the breakwater a few feet away from our view. Our 15-ton Westsail 32 bucked and reared, one moment trying to climb the dock, then slamming the other way, shuddering defiantly at the end of the lines. Huge logs sailed over the breakwater on the crests of waves. The deep, dark gray rumbling whirl of the wind was broken only by the shrill wail of the gusts knifing through my mind.

Drenched in just the few minutes we'd been on deck, we went back below. Jerry said he was going to stay up all night, so we built a fire in our cast iron stove, lit two of our kerosene lanterns and got out of our wet clothes. Figuring it would be a long night, I went to bed saying I'd take the second shift of deck checks. I couldn't sleep, though, so we shared a cup of coffee from the thermos and talked between the ear-splitting gusts.

I had to make just one more check before I'd be able to sleep. I yanked on my foul weather gear — I didn't want to get soaked again — and climbed on deck to check the condition of each piece of gear. I stepped over to the dock to check the lines and fenders, looked around the marina at how other boats were riding and at the sky for signs of clearing, then back into the boat. The cabin was warm and dry.

The barograph was still going down. It was 0300 before I got peeled out of the raingear and into bed again. Jerry was warm and still, but his breathing told me he wasn't asleep yet. He wrapped an arm over me and reminded me it was my idea to stay up here for the winter. Right then he was wondering why the devil he was here instead of in Mexico!

"That's the dinghy skidding across the deck. Didn't you hear it?"

"Barbara, it's secure. Go to sleep."

wetsuit on the itinerary.

Speaking of wetsuits and surf, we'd be delighted to pay handsomely for a Sailor's Surf Guide to Wintering in Mexico.

## **Antipodiste — Farr 30 Chuck Warren Hawaii to San Francisco In Winter (Sausalito)**

Well, here I am back in California — only 25 days out of Kaneohe Bay. I had greatly hoped for a trip of three weeks or less, but the wind gods didn't cooperate.

I made good progress for the first three days, getting to go to weather in light air for the first three days or reach on a little front. But for the next week and a half the situation deteriorated, culminating in a day of force eight. I blew up two lappers, one of which I just cut away. I also broke the trimtab gudgeon on my windvane. The sum of all the above is slow, wet and cold.

For the remainder of the trip the weather was much more pleasant, but because I was following the east Pacific high, slow, warm



# CHANGES IN

I squirmed down under the blankets a bit further. But sleep didn't come and I got up for 'just one more' deck check. It seemed to take forever to get into the raingear. My body felt heavy with exhaustion as I dragged it up the ladder again.

Outside the rain and wind sliced into my face. I had to hang on and pull myself forward, each step an effort. Sometimes it was all I could do to hang on.

The dinghy was secure. The generator hadn't moved an inch. As I stood on deck, I began to feel differently about the wind. My fear of it was changing somehow. I crept to the side of the boat and leaned over. The

whipped potatoes, cranberries and olives, the whole spread. On that resplendent day, the mountains stood immutable in the clear sky, white snow caps above their evergreen lace shoulders, feet plunged tenaciously into the icy cold water of the bay.

A fisherman friend came to share the giving of thanks with us, making our holiday complete.

— barbara seitz 11/28/85

## Little O — Olson 30 Warwick 'Commodore' Tompkins San Francisco to Cabo in February (Mill Valley)

Jim Urfer and I departed Sausalito at 0300 on February 9; it was cold, but there was a NNE wind which accompanied us to Monterey. From there we utilized the Johnson outboard; it wobbled but was super reliable. Eventually a light southeasterly filled in, and under grey skies we beat from Pt. Sur to Point Conception. Not a drop of water crossed the deck, however.

The handheld VHF was effective for receiving weather along the coast. It kept informing us of impending adverse weather that never materialized.

We arrived in Ventura 70 hours out of Sausalito, having had to beat the entire way down the Santa Barbara Channel.

After a shower and a shoreside meal we motored to Marina del Rey through the night where Urfer had to leave. After waiting out a break in the weather, I continued motoring to San Diego.

Chuck Hawley may have singlehanded this boat to Hawaii when she was *Collage*, but having sailed the boat with Urfer and having sailed it singlehanded, I realized I didn't care to solo the boat all the way to Cabo San Lucas. Accordingly, I recruited a New Zealand woman for the San Diego to Cabo part of the venture. Her experience was chiefly day and harbor sailing, but her coordination and courage were excellent.

Freshly stocked and fueled, we made sail inside San Diego harbor, two sail reaching past the Washington's Birthday daysailers. At the Coronados we set the chute. The evening temperature was still chilly, but the sun shone most days and the breeze was always over the stern. The journey I sought had really begun.

After setting the spinnaker we had a superb ride, carrying it all the way to Cabo San Lucas except for just two occasions when we wung-out the 150. We averaged

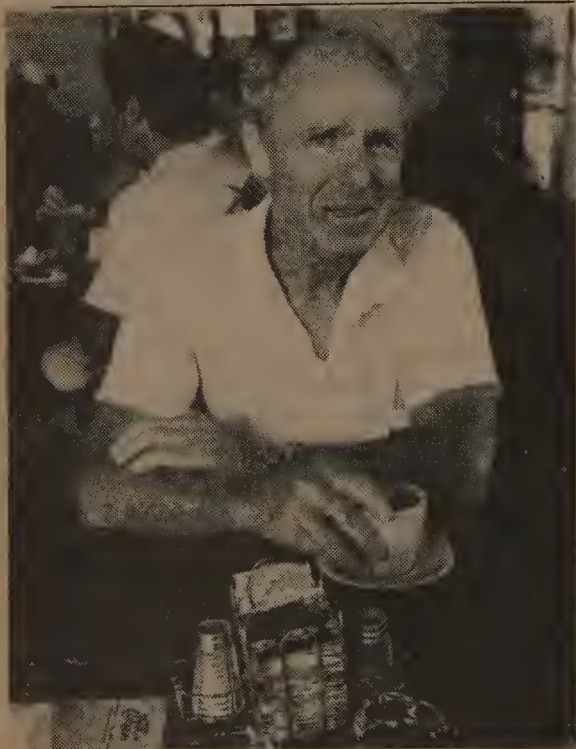


7.6 knots for the entire distance, covering it in less than five days and having several runs of over 200 miles. We arrived fresh and happy.

There was one particularly fine evening: a bright moon low and ahead, with eight to 10 foot seas and 30 knots of wind. At the time *Little O* was exquisitely balanced, requiring only two finger steering. She rushed along, bolt upright, with the bow-wave passing the cockpit on either side at shoulder height! I estimated our speed at a steady 12 knots (the light on the speedo didn't work). I have never sailed on a boat that demonstrated the same combination of power, control and speed — and you can quote me on that.

Intoxicating as these sensations were, after a 20 minute revel we desisted, knowing that one spill would probably ruin the entire evening! But I have a vivid and lasting memory of the Disneyesque visual effects and the great speed of as *Little O* boring through the night.

We stood watch and watch, as the Auto-



LATITUDE 38/RICHARD

'Commodore' Tompkins celebrates a swift trip to Mexico and half a century of sailing with a break at the Mar de Cortez.

black water churned and at the same time rippled softly against the hull. On the other side, I stepped to the dock and began just watching the wind, at once a playful child and a vengeful demon. I had learned to respect the wind out of fear. Now I stood spellbound in awe of it.

By the time I went to bed again, it was 6 a.m. Thanksgiving Day. I let myself be rocked to sleep in the fold of a warm and strong boat. The wind died and I slept peacefully until 11 a.m.

I'm told it happens every year here — the Thanksgiving Day storm. It's almost a tradition.

I prepared a traditional dinner of stuffed bird (ours were game hens), candied yams,





LATITUDE 38 RICHARD

Beach life, Cabo San Lucas.

Helm was not up to steering under spinaker. It did steer well under power, although after San Diego we only powered for three hours, almost all in light air and confused seas near Cabo Falso. Having a second hand aboard turned out to be very beneficial, contributing hugely to rest, security and comfort.

The little single-burner Seacock swinging stove worked beautifully, allowing preparation of perfect eggs, even while going to weather in the Santa Barbara Channel. It was hard, however, to keep the toast and bacon warm alongside the eggs. We found the length of burn-time delivered from each can to be less than predicted, however.

Cabo is astonishingly built up now, but she retains her blessed weather and the stark beauty of her unique geology.

In any case, the voyage itself was very pleasant throughout and the boat was a

delight. Careful attention to both preparation and the weather paid huge dividends.

— 'commodore' tompkins 3/3/86

## **White Cloud — 58-ft Schooner Paul and Susan Mitchell Tahiti, Aquatique (San Diego)**

We haven't seen the March issue yet, but hear there's one on the Papeete waterfront. It's only the 6th of the month — that's not bad!

We're writing to update your readers on the perennial subject of paperwork in French Polynesia, because things seem to be changing here for longer term visitors. A few of last spring's arrivals were granted permission to stay one full year, but so far all who entered after June 1, 1985 have received only until the end of cyclone season, even if that was only a portion of the time they asked for. No formal policy change has been acknowledged and the situation remains somewhat fluid. Nevertheless we suggest to next sum-

mer's arrivals that they plan to leave their last port in French Polynesia in early or mid-April regardless of when they came in.

Here's a recap of the whole process as we have experienced it in 1985-86:

1. *Arrival in port of entry.* Boat passport (green card) issued; good for six months. Americans given 30 days with no visa. It's still better not to obtain visa before leaving home. If in Papeete, you must post bond for each person on board on arrival; in other ports you have 30 days to do this.

2. *After 28 days,* you must be where you can post a bond. This means selected ports in the Marquesas and Societies, but none in Tuamotus or Australs. Post bond at bank or buy open ticket to country of origin at any airline. Then apply at Immigration for three month visa; you'll need two passport photos and proof of bond or ticket. They'll return passport after several days. Note: since the bond is the equivalent amount of airfare home, they will want about \$300 more in the Marquesas than in Papeete. You will, of course, get it all back when you leave French Polynesia.

3. *Three months later* (total of four months in the islands). Apply at Immigration for first visa extension. Rerun of paragraph number 2 *except* you must be in Papeete and this visa will be for only two months, bringing your total time to six.

4. *One month later* (now 5 months here). If you wish to stay longer than six months, now is the time to write the letter of request to the High Commissioner. You must do this in Papeete, but your boat and crew do not have to be there. Immigration gives advice on how to write the letter. Make five copies and take them to the High Commissioner's office where the girl will stamp them all, keep one, and return the rest to you. You take one to Immigration, one to Customs, one to the Port Captain, and keep the last one. (Sounds like Mexico, right?) Now this letter stamped is *not* your answer, it is simply proof that you have applied for an extension. Processing takes from two to *over three* months; meanwhile you can cruise the islands using your stamped letter as part of your documentation.

5. When you receive your answer (the 'pink envelope'), which can be forwarded to you if you're in the outer islands, you will need to return to Papeete to obtain your new visas and boat passport. The answer letter is not in itself a new visa. Processing again takes a few days and several visits to officials



# CHANGES

before you get your passports back, and cannot be done in any other port.

6. When ready to leave French Polynesia, you can — if you wish — check out of Papeete with intermediate stops and pick up your bond in Bora Bora (possibly in Nuka Hiva too, but not in the Tuamotus). If you used an airline ticket instead, there's about a \$30 service charge when you cash it in. Remember you have to leave your last port by the date designated in the High Commissioner's letter.

We hope this account will help future visitors plan their itineraries with these requirements in mind. Many of those who have stayed through this cyclone season spent extra time in Tahiti/Moorea only to find they would not be granted the two or three months they thought they would have to cruise the Isles Sous Le Vent. Processing sometimes takes so long that two boats who just received their answers have to leave by the end of March — only three weeks away, though most have had more notice than that.

Since more changes could occur before this time next year, the best advice we can give to those on their way is to stay loose and tune in to the ham nets (7.076 1800 zulu daily; 14.285 at 1800 zulu Monday, Wednesday, Saturday) for current developments after they get down here.

'Nuf said. Hope to see you down here on of these days.

— paul and susan 3/6/86

## **Peti Babe — Alberg 35 Bonnie & Richard Perenon Mostly Morro Bay (Alameda)**

How fast plans can change!

We came back to the mainland after a 2.5 year cruise in the South Pacific to sell *Peti Babe*, then go to Europe and buy a French boat. All of this because at the time dollars were very strong in Europe. Well, when we got back to the mainland we found that the used boat market and the franc are both way down now. So we are keeping *Peti Babe*.

After spending three weeks on the boatyard in Alameda, we left for Southern California where our kids live. We had to motor all the way to Monterey because there was no wind. We stayed at the Monterey Peninsula YC for three days, and visited with my brother who lives in town.

Our trip from Monterey to Morro Bay was — you guessed it — motoring all the way.



We pulled up to the Morro Bay YC not knowing it would be our home away from home for the next two months. While running the engine for the freezer, the engine started knocking. I came to the conclusion that it was either bearings or a bent rod. I then discovered that the engine was leaking oil out of the oil sensor and into the bilge.

After I arranged for the local Volvo dealer to pick up and repair the engine if I could get it yanked out, I asked the yacht club for permission to use their hoist. The hoist is located about 20 feet above the dock. Everything was fine until I got the engine about 18 feet above *Peti Babe*.

That's when the hoist cable broke right above the hook. The engine fell, first hitting the boom and breaking it in half, then it continued on down, landing on the starboard winch combing, destroying both. It then bounced into the air, striking and bending the ship's wheel, finally landing in the cockpit, leaving scratches and gouges all about. Somewhere in there the boom

The Perenons know you can avoid Catalina summer crowds such as this by visiting in the winter.

gallows had split in half.

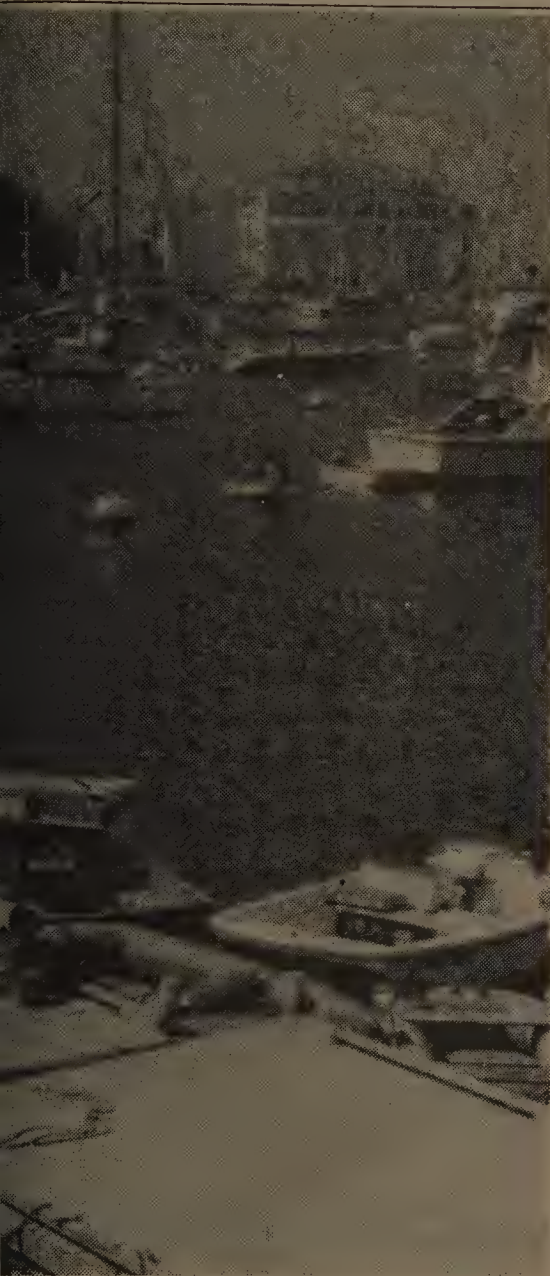
We stood there in shock, not believing what had happened. Thank God nobody was hurt.

Fortunately, we were able to find a great shipwright and the Volvo engine shop, because *Peti Babe* is like new again. We had a new wood boom made as we wanted to keep the boat as close to original as possible. All the repair work was first class.

After traveling 15,000 on the boat in the last three years, we are sure glad that that if it had to happen, that it happened on the mainland — and in Morro Bay. We found everything that we needed here, and that things were much cheaper. The people of the Morro Bay YC went way out of their way for us, and we have made some good friends here.

Eventually we made our way to Santa Barbara. This was my third time around





LATITUDE 38/RICHARD

Over at Avalon in Catalina it's all moorings, but if you pay for two days at \$12/day they'll give you seven days. Again, this is a winter deal. Nearly all the coves at Catalina have moorings, and it's on a first come, first served basis.

We enjoyed Catalina. It's not crowded at this time of year and showers at Avalon are \$3 — which includes soap and a towel. We on making several visits to Catalina during the course of the summer. We will stay in Southern California until November, and then move on to Mexico. After Mexico, we'll go on to Hawaii, then west to New Zealand. We want to see some of the places I was at during World War II.

You can't stop progress and places sure are changing. We saw a big difference in Tahiti from 1978 to 1984/5. I strongly believe in the old saying, "Go before it's too late".

— bonnie and richard 3/11/86

Bonnie and Richard — Wait until you've seen how Mexico has changed!

## Ham Radio Exams In La Paz

Carl and Leona Wallace of Malaga report that 33 yachties signed up for the February 20 amateur radio exams in La Paz — the largest group ever.

Two passed their exams for the advanced class license: Kent Amberson, KB6DLF, *Periplus*, and Jack Van Liere, KA7BUB, *Adhara*.

Eight passed the exam for new General Class licenses: Owen Anderson, KA7WFD, *Solitude*; Sandra Delano, KB6FUJ, *Circle*; Marie Larum, KB6LFR, *Flying Cloud*; Charles Mace, KA6WEI, *Liberty*; William Steagall (came in with no license so has no calls yet), *Inspiration*; Barbara Strong, KB6FPD, *Fandango*; Robert Larsen, KA6GVP, *Xanthos*.

Ken Friess of *Nereus II* passed the 13 w.p.m. code test but could take no further exams because his novice license had not arrived in time.

Technician Class exams were passed by five: Cheryl, KB6JLL, and Peter, KB6JNR, Cornberg of *Nephelle*; Herb Lawson, KB6FPE, *Fandango*; Harrison Smith, (came with no license so he has no calls yet), *Akvavit*; and Donald Worley, KB6GOL, *Proxy*.

The ten new novices are: Oscar Anderson of *Shirley L*; Jeffrey Eastman of *Sky Pilot*;

Jerry Foss of *Alihilani*; William Glasby of *True Love*; Lorrie Haight of *Advavit*; Cherise and John Maurer of *Cherise*; Jan Perkins of *Perkee II*; and Roy Woodworth of *Cygnus*.

Carl and Leona noted that since the ferry from Puerto Vallarta to Cabo was not running the week the test was held, some of the folks planning to take the exams could not make it. (The Puerto Vallarta to Cabo ferry had been out of action for several months now).

The next ham test in the Sea of Cortez will be 17 April at Puerto Escondido. Applicants need a photocopy of their most recent license attached to form 610, and this must be sent by April 7 to: Yacht Malaga; Tripui Marina, Box 100, Oreto, Baja California Sur, Mexico. Also include your boat name and a way to contact you. On the day of the test bring your original license and a photo I.D.

Examiners will be Lee and Karen on *Mary Vent*; Carl and Leona on *Malaga*; and Jake, NW6F.

— carl and leona wallace 3/3/86

Congratulations to all of you who passed the tests; we'll buy you all a beer at Race Week.

Oh yeah — if you read Letters this month, you'll see a request for a listing of the various nets. Can you help us with this?

## Nauti-One — Tradewinds 43 David Jennings & Monica Armanino Manzanillo, Mexico

After spending a year cruising the Sea of Cortez, we decided it was time for *Nauti-One* to sail south. We left La Paz anticipating the fabled sleigh ride to Mazatlan, but there was no wind. After motoring all night, our Perkins contracted terminal diesel *tourista* and died.

So we hoisted the drifter and whistled for a breeze. Even so, we spent the next 90 hours becalmed, drifting ten miles a day on a wrinkle-free sea. After five days of no wind, we thought the sleigh ride was just a yachtie rumor, but then the wind came up. By the next day we were doing seven knots wing on wing.

Thirty miles from Mazatlan the boat gremlins started stealing our hydraulic steering fluid. Since we estimated we'd be arriving at this strange — to us — harbor after dark with impaired steering and no engine, we decided we might need some help. No prob-

Point Conception, and all three times it's been like a lake. It was a good test for the repaired engine, and it worked like a clock, using only .3/gallon per hour. It's a MDIIB diesel.

After two days in Santa Barbara we motored — again no wind — to Newport Bay. We pulled into the Newport Harbor YC, which gave us two weeks on a mooring. A very friendly and nice yacht club. We found out that the Newport Harbor Department has five berths but only for boats up to 40 feet. They'll give you 15 days, although you can have 20 days on a mooring. This is the winter schedule, summer may be different. There is also a free anchorage, but I don't know how long you can stay.

At Dana Point they have a few 60-foot berths and over 20 berths with a 15-day limit. There are also anchorages at the east and west ends of the marina. At this writing, the berths in Newport and Dana Point are \$7/night while the mooring are \$5/night. I know they go up in the summer.



# CHANGES

lem; the cruising guide says that Radio Mazatlan monitors both SSB and VHF 24 hours a day and can arrange tows. Wrong! Repeated calls on all suggested frequencies brought no answer.

When we called for a radio check, *Looking Glass*, already anchored in Mazatlan harbor, answered. Upon learning of our situation, *Looking Glass* said they'd see what they could arrange, and called a United States Navy ship nearby. The *Prairie* was rather non-committal about coming to our assistance.

So it was on a dark and sloppy sea that the disabled *Nauti-One* coasted to a stop in the lee of the Mazatlan light. Then from the shadows of the rock came the calvary to the rescue; four dinghies carrying crews from the boats *Looking Glass*, *Moonlite*, *Hallelujah*,

knots.

Then on the fourth day in the anchorage we were awakened at 0400. When we got up on deck to investigate, I confronted two men in our cockpit who had just removed our outboard from the stern pulpit where it had been padlocked. A third man was in a small boat near the stern.

We learned that a number of boats have had similar experiences here. Neither the police nor the port captain showed any concern over the intrusion and theft. Furthermore, the port captain's office made checking in and out burdensome and overly officious.

We feel that Mazatlan makes no consideration for visiting cruisers.

— the nauti-ones 2/20/86

*David and Monica* — As for the rescue business, it's our opinion that calling a naval vessel for help is the wrong thing to do. First off, in the very unlikely event they'd come to your assistance when no life or property was in imminent danger, there's a good chance they'd wreck your boat just trying to be helpful.

Secondly, it's our responsibility as cruisers to take care of ourselves as much as possible. If we as a group can't handle such problems within ourselves, we're one sorry bunch of losers. We're glad the folks you mentioned came to your assistance, and hope that all other cruisers would feel obligated to do the same.

## **Content — Crealock 37 Glenn and Jane Goldsmith Back From Mexico (Moss Landing/Gilroy)**

We returned to Gilroy last month after a three month cruise to Cabo San Lucas. As we expected, it was not enough time. But it's all we had, so we went for it. It was a great trip. There were four of us on our Crealock 37, *Content*, which was a super boat.

You may be interested in the story of our boat(s). We originally had the Crealock 37, *Inca*, which we were readying for this trip. Then last August while we were in Denmark on business, someone torched it at the dock at Moss Landing. We have no idea who or why — in fact, if anyone out there has any information, we'd sure like to hear it.

Fortunately, we had insurance on the boat, so immediately after the fire we went boat shopping. Another Crealock — even more well-equipped than *Inca* had been —



was available, so we bought it and were still able to leave on schedule in October!

While in Mexico we found the people to be wonderful; friendly, helpful and very nice. This includes the officials and especially the shrimp fishermen from Guaymas who helped us get diesel in Mag Bay.

When in Cabo, yachties can get very good service from Manuel of 'Manuel's Boat Service Taxi'. All you have to do is call him on Channel 88 for laundry, ice, groceries, beer, boat taxi, etc. He works hard and aims to please. He also speaks very good English!

Coming home was a piece of cake — as long you didn't mind the iron jib — until we got north of Morro Bay, the only place we had hard north winds and seas. The only thing is that it's not as nice here as it is down at Cabo.

We enjoy the magazine a lot — we even had a copy in Denmark and made a couple of calls from there regarding another boat when we heard what happened to *Inca*.

— glenn and jane 2/28/86



LATITUDE 38/RICHARD

If Mazatlan statues could speak, this one would say: "Stop stealing all those dinghies and outboards!"

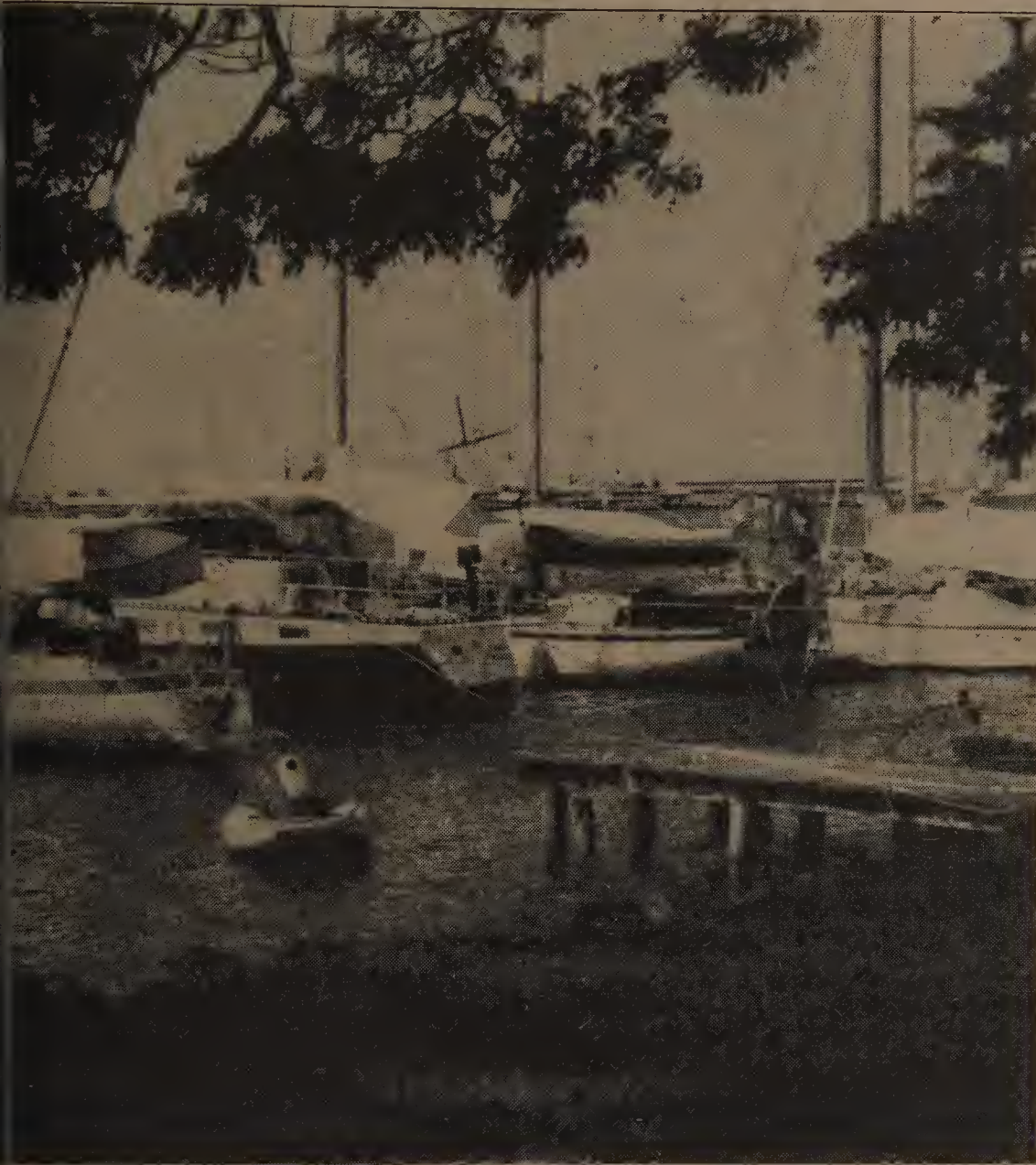
*Libertad* and *Heather*. Thanks to the efforts of all, *Nauti-One* was soon securely anchored in the harbor.

Thanks also go to *Vivere*, who had initiated a query over the ham nets as to our whereabouts.

It's hard to get the cruising blues for long when you're surrounded by nice people displaying such spirit.

For what it's worth, Mazatlan has by far been the worst port we have ever visited. The anchorage is a busy sportfishing harbor, and all the boats zoom in and out at 20





HEATHER HEATON

## Expectation — Peterson 44 Betty and Nick Coates Bahia Careytos, Mexico (Aspen, Colorado)

Quay life; Papeete, Tahiti.

there, get all the water you want and use their showers.

Sorry we'll miss seeing everyone at Sea of Cortez Race Week this year.

— betty & nick coates 2/1/86

### Cruise Notes:

In a recent newsletter of the San Jose Sailing Club, Sidney E. Worthen of San Jose regrettably reported the loss of the 32-ft boat he built, **Golondrina**. She was lost on the rocks near Ensenada, Mexico on January 24. Sidney and his only crewmember, 14-year old grandson Brad Kagel, escaped unhurt but with only the shirts on their backs. The uninsured boat was a total loss. Worthen had planned to sail a triangle course through the night so as not to arrive in port prior to 0800, believing that entering earlier would have been illegal and subjected him to the possibility of heavy fines. He believes he

was betrayed by either a defective compass — he'd been having trouble with it since leaving San Francisco on December 18 — or the tricky currents near Salsipuedes Cove.

Barry Stephens tells us he's taking his fine old 50-ft Rhodes design, **Rowena** up to Alaska this summer. Stephens says he'll be taking "the easy route", which is by way of Hawaii as opposed to beating up the coasts of California, Oregon and Washington. He's already gone that route in *Rowena* once before. The trip will start in April with a sail to Newport Beach; from there it's a southerly route to the Islands to avoid heavy weather. He plans to depart Hawaii for Alaska in early June.

Last month we mentioned that the yacht **Azilia**, a Cal 46, is missing on a passage from Rarotonga in the Cook Islands to New Zealand, with three Americans aboard. The boat had left Rarotonga on October 31 and was thought not to have been seen since. But an article in the March 3 edition of *The Dominion* (New Zealand) forwarded to us by Bob Jakob indicates there may be new information in the case.

A gentleman by the name of Andrew Liwda, who lives on a remote island in the western Solomons, reported that he picked up the only two people that were manning a yacht with the unusual name, *Azilia*. Further details on the alleged sighting were not yet available.

It is known that another boat, the *Breeze*, had left the Cook Islands two days after *Azilia* and reached New Zealand on November 17. The weather during the period had been light, with little wind and flat seas. "The disappearance certainly seems strange," Dennis Mason, Ministry of Transport for New Zealand is quoted as saying.

The captain of *Azilia* was Jim Scherer, 58. A crewman who had previously sailed on the boat, Grant Dawson of New Zealand, reports that the boat had been in good condition and that the captain was very experienced. Other New Zealand friends of the American captain said he was a "sensible yachtsman" who had been sailing the Pacific, often singlehanded, for the last ten years. Scherer was delivering the boat to New Zealand for shipment back to the United States.

The other two crew on the boat when it left Rarotonga were Mark McKenna and Gail Harrison, both in their 30's. According to McKenna's parents in New York, their son

In case nobody's reported it yet, there's both good and bad news from Mexico this year.

The bad news is that they've torn out all the slips at Puerto Escondido.

Some of the good news is that Mac and Mary Shroyer have further expanded their La Paz Marina and have a number of very nice American-style docks with good water, power and security. This year they've even added some nice clean showers.

Since the Shroyers are primarily interested in renting their slips on a long term basis, the only way a cruising boat can usually get in is if one of their regular customers is out cruising — but that seems to work out fairly frequently.

Even if you can't get a slip, it's a pretty good deal to anchor off the Shroyer's. For a modest fee they let you land your dinghy



# CHANGES IN LATITUDES

had met up with Harrison in Hawaii and the two decided to go to New Zealand because they heard there were plenty of jobs there (a complete misconception). Apparently the couple had arrived in Tahiti aboard the *Heather Marie*, where they then replaced Dawson as crew aboard *Azilia* for what was to be the remainder of the delivery to New Zealand.

New Zealand is more than 1,000 miles to the southwest of Raratonga; the Solomon Islands are more than 1,000 miles to the northwest of Raratonga.

There were a couple of minor errors in the **Water Soluable Romances** story that appeared in the February issue. Nancy Slocumb reports that she's from Berkeley, not Alameda; and, that Karl's last name is Brosing, not Brosling. Sorry about that. The two planned to do a delivery to San Diego in February, after which they'll ready **Kon Tika** for a cruise to Costa Rica.

Frank Hester on **Oscar Tybring** reports that in early February he was on his way from La Paz to Zihuatanejo. *Oscar*, by the way, is not your normal 47-ft ketch. She's not only a Colin Archer, she was built by Colin Archer himself way back in 1895 for use by The Norwegian Society for the Rescue of Shipwrecked. Frank hauled *Oscar* at a number of yards in Mexico; we hope to publish what he's learned from these experiences in a future issue.

As of the middle of March, we're told by someone who tried to count that there are between 175 and 200 cruising yachts in La Paz, with five or six new arrivals each day. It must be getting crowded. In early February there were about 125 boats in Cabo San Lucas, although about 2/3's of those were sportfishing boats. The assistant port captain reported that over 800 pleasure yachts had been through Cabo San Lucas since October. 800!

On the shorts and need to get to or from La Paz to Tijuana? Tres Estrellas, the first class bus service, costs just \$22 for the scenic and exciting 24 hour ride. It's a favorite with yachties, who recommend you bring your own pillow, blanket and refreshments. Buses leave several times a day.

Rosalie Peck reports that a couple of interesting Northern California boats pulled into Cabo last month. The first is **Climax**, a 9-year backyard project of Ray and Evelyn Richardson. The *Islander 44* is based at the Point San Pablo YC in Richmond. The Richardson's, who experienced engine trou-

ble until a trailing southbound boat delivered a part to them, plan to visit the Sea of Cortez, Race Week and mainland Mexico.

The other unusual boat is **Wavello**, a 25-ft wood cutter that was built in Alameda sometime around 1935. Owner John Mills and crew Mary Hunter were heading up into the Sea of Cortez in February; their next major goal is a passage to the South Pacific. A member of the Port Townsend YC, Mills has lived aboard the boat in the Bay Area for the previous eight years.

Lanny Daise reports that he'll be leaving Lahaina in June or July for Perth, Australia aboard his CT38, *Lazy Daise*. Lanny, who has been living on the hook off Kaanapali Beach, Maui, plans to stop at the Marshalls, Fiji, the New Hebrides, New Guinea and be in Perth by Christmas. He's 34 and says he's looking for female — and other — crew for the adventure.

You can get *Latitude 38* in the most remote places. Doug Reynolds, a Healdsburg resident bringing the *Moody 33*, **Esperos** home from England, reports that he picked up the December issue at Cocos Island. Cocos is 600 miles west of Costa Rica. Doug recommends that southbound yachts make a straight shot to the Cocos from Mexico. He reports it took him 11 days from Cocos to Acapulco, with the strongest wind being a 35 knot Papagayo on the beam. Motoring for 40 hours during the entire passage, he by-passed Nicaragua, Puerto Madero and Tehuantepec.

Doug claims that we popularized Zihuatanejo to the extent that by late February it had a record number of cruisers. It ain't us, it's Z-town. No specific figure was given.

Tibor and Harriet Taller report they arrived in Cabo San Lucas after a 12 day coast hopping passage from San Diego aboard their 56-ft trimaran, **Baja**. They were accompanied by their children: Erisebet (19), Janos (17) and Margita (10). The biggest mishap of the trip was when Tibor and Janos stepped out of the dinghy in shallow water near Mag Bay's Man 'o War Cove and got stung by sting rays.

**Sunshine Two**, a Young Sun 35 with Harry and Jackie Nickerson of Redwood City, has been in Cabo San Lucas for the last few months. They made one of the earliest departures south from San Diego that we've ever heard of; they left August 28 for Isla San Martin, Cedros, Turtle Bay, Bahia Santa Maria and Mag Bay. On the way to Turtle

Bay there responded to a call for help from a vessel that had no main (the halyard was jammed at the top of the mast) and no engine (a line had gotten fouled in the prop). It had happened during a bad storm off Ensenada, and the crew of the other boat had been unsuccessfully trying to make port under jib alone for five days. *Sunshine Two*, to their everlasting credit, went 20 miles out of their way to take the boat in tow to Turtle Bay. This put them at the harbor entrance at night; but fortunately experienced delivery skipper Jim Samuels was aboard and managed to guide both boats in to safely.

Also in Cabo recently was **Tobermory**, a Rhodes 43 with Jerry Czember of San Francisco and crew Maury Brooks aboard. The two had met at a *Latitude 38* Crew List party. They stopped at Spring Village, Cedros Island on the way to Cabo so Maury could pay respects to the late Jose Soria and his family. Maury says, "Jose had been in the merchant marine for 25 years before he was shipwrecked on Cedros. He remained there for the next 25 years, operating a little food store. Many cruisers will remember it, as it was the only one with a sailboat mast on the roof. When we arrived, Jose's wide-eyed 10-year old daughter took Jerry and I up the mountain to Jose's grave which lies at the foot of a huge cross. Fond memories of this man's warmth and affection flowed as I looked down to the pastel village below. We conversed with his daughter for a few minutes, then placed a burning candle on his grave before leaving."

Tobermory and her captain are planning to head on to the mainland and then the Marquesas; Maury is looking for a paying crew position on a boat.

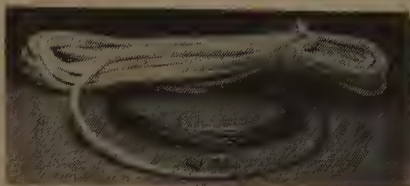
**Fred Boehme** reports there will soon be an important change in regulations for cruising boats in French Polynesia. His sources tell him that from now on foreign boats, meaning non-French, will not be allowed to stay in French Polynesia during the hurricane season. That season is from November to April. If anybody in French Polynesia can confirm this, we'd appreciate hearing about it.

**Going somewhere?** Don't forget to write. Please try to be succinct; we're getting lots of *Changes* and having to edit them quite a bit. Rather than give a chronological recount of your latest passage, most readers would prefer the latest news of where you've been and what other-local boats are around. Thanks.



# Feeney Wire & Rope

## Wire to Rope Halyard



Feeney Wire Rope offers quality hand spliced wire to rope halyards. Materials supplied in kit are 7 X 19 stainless aircraft cable, dacron yacht braid zinc plated copper oval compression sleeves and stainless steel thimble.

### Halyards

| Part No.     | Wire Dia. | Line Dia. | Wire Length | Line Length | Price       |
|--------------|-----------|-----------|-------------|-------------|-------------|
| FWR-125-313H | 1/8       | 5/16      | 30'         | 30'         | \$38.85 ea. |
| FWR-125-375H | 1/8       | 3/8       | 40'         | 40'         | 48.10 ea.   |
| FWR-156-375H | 5/32      | 3/8       | 40'         | 50'         | 59.39 ea.   |
| FWR-188-438H | 3/16      | 7/16      | 60'         | 60'         | 75.75 ea.   |
| FWR-219-438H | 7/32      | 7/16      | 60'         | 60'         | 100.00 ea.  |
| FWR-219-500H | 7/32      | 1/2       | 65'         | 65'         | 114.45 ea.  |
| FWR-250-500H | 1/4       | 1/2       | 70'         | 70'         | 127.65 ea.  |
| FWR-250-625H | 1/4       | 5/8       | 70'         | 70'         | 163.25 ea.  |
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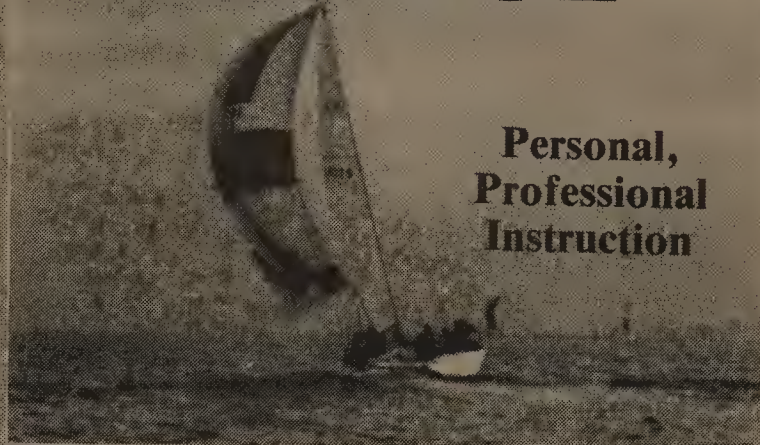
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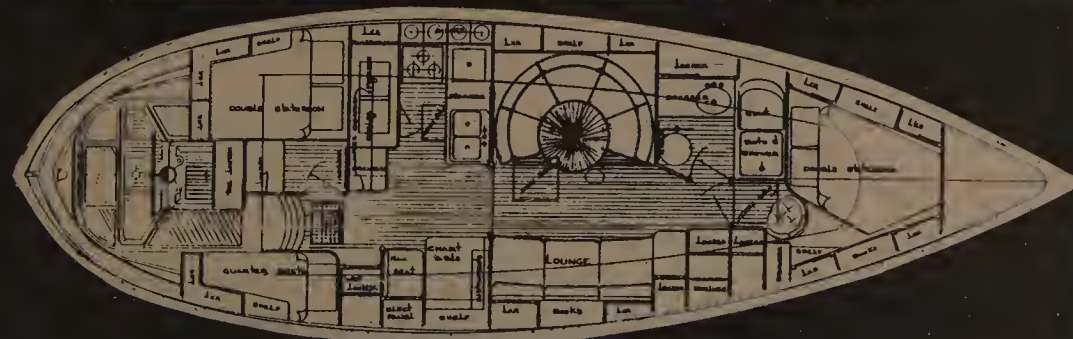
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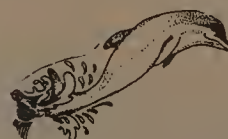
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| <b>32'6 PEARSON VANGUARD</b><br>Classic Bay cruiser/racer sloop. Dinette, 6 sails, spinnaker, clean, sound. Sausalito berth. \$28,500. (408) 395-4117.                                                                                                   | <b>30-FT COLUMBIA</b><br>1972. Refitted '84. Atomic 4, AC/DC refer, Loran, VHF, depth, speedo, log, tri-color w/strobe, spln, 15Q, 110, 30-headsails, folding prop, davits, inflatable, class IV head, shower, stove & oven, etc. I lived aboard her for 4 years & singlehanded her to Avalon & back. She's great offshore, well-behaved in the Bay. \$25,000. (415) 459-8630; 820-2000 ext. 532 Nick. | <b>CATALINA 30</b><br>Rebuilt diesel, 6 sails, oversized rigging, fridge, microwave, 120 VAC, fully equipped. \$31,000. (415) 234-9777.                                                                                                                                  |
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| <b>SANTANA 22</b><br>Excellent condition, cruise or race equipped. 9 sails including spinnaker, blooper and 150 genoa. 6 hp o.b. Boat cover, trailer or berth. \$6,000. (415) 759-5363.                                                                  | <b>FREYA 39</b><br>1979. Offshore cruiser. Beautifully maintained. Large inventory. Owner moving ashore. \$94,500. Will consider trade down to 27'-30'. Details: E.C. Carder, Box 1288, Friday Harbor, WA 98250. Phone (206) 378-5956.                                                                                                                                                                 | <b>ERICSON 32</b><br>Super condition. Stove, dinette, sleeps 6, depthfinder, knotmeter, radio, Loran, Atomic 4, dodger, sails 85%, 120%, 150%. Must see to appreciate. Sacrifice at \$30,500. (916) 933-4108.                                                            |
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C&C design, Universal dsl, VHF, RDF, knotlog, df(s), 150%, 120%, new Dewitt spin., rod rigging, H&C press., shower, Barients, ped. steering. Recent survey. See Brickyard Cove. \$79,950. Art (916) 988-0214 days; (916) 685-7186 eves/wknd

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Great cruise/liveaboard sloop, liveaboard berth. 6'4" headroom, king bed, refrig, propane, H&C press water, auto bilge pump, battery charger, full dodger, depth, km, VHF, Perkins 4-108, much more. Hauled 2/85. \$77K or trade. 521-1347 for appt.

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1976 w/trailer and 6 hp Johnson. Has main plus two jibs, shoal keel, sleeps 4. \$5,500/B.O. (415) 634-4009.

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Superb pocket cruiser, aft cabin, excellent condition, Yanmar diesel, luxurious interior, VHF, ds, stereo AM/FM cassette, many extras. Owner can assist in financing. Richmond berth. \$35,900. Days, call (415) 843-0429; eves. call (415) 843-0281.

**1980 ISLANDER 36**

Clean, gray/white sloop. Barients, 4 cyl. dsl. All teak interior, cushions in showroom cond, Signet instruments/impulse digital fathometer, VHF & more. Not raced, low eng. hrs., ready to sail w/ped. steering. (415) 763-0512; (602) 299-7196 (Arizona).

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Tiare. Excellent condition, well equipped 41-ft f/g classic. Hood sails, Imron paint, cruise-ready. Located in Hawaii, I will deliver her to the West Coast. \$54,500. Call Doug Vann (808) 487-5817 evenings.

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1965. New LP, re-chromed, new North main, 6 exc. headsails, Westerbeke 4-107, Barient 27 ST's, Espar heater, Autohelm 3000, Edson wheel, cold machine, full electronics, new fabric int., windlass, extras. \$59,000. (206) 365-3888.

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SS keelbolts, chainplates, lifting eyes, bridle. Glassed keel. Anodized mast. Full race/singlehand. Loaded. Berthed in Berkeley J120. For sale with boat. Pineapple chute, pole, all rigging: \$450. Good 4 hp Evinrude: \$450. (415) 522-3679.

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Full keeled sloop with inboard diesel, sleeps 5. Bronze hardware, bronze opening ports, stove, sink, icebox, VHF, compass, knotmeter, full life lines. Berthed on Alameda. Owner anxious, will accept first reasonable offer. (415) 671-9518, leave messg.

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Share in the experience of a lifetime aboard the *Longfellow*, a MacGregor 65'. High tech sail inventory and electronics. Need crew to race and share expenses. Experienced sailors only. Ocean racing experience not required. Races: 1986: April, Newport-Ensenada, Mexico; June, Swiftsure (Victoria B.C.); June, Victoria B.C.-Maui; July, Marina del Rey, San Diego; July, San Francisco-Kauai; November, Los Angeles-Mazatlan, Mexico. Phil Roth, (206) 564-3705, 1426 S. Mildred #108, Tacoma, WA 98456. Messages: Bill Edell, (619) 449-8622, 1558 Plantation Rd., El Cajon, CA 92020.

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Ready to sail with full sail inventory, tabernacled mast, VHF, new Merc 9.8, more. 6 mo sublet available in Santa Cruz Harbor. Rock bottom distress sale price at \$10,000.  
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1976 Pelle Petterson/Sweden. Beautiful, comfortable, fast cruiser. 1,400 sold in Europe. Only one on SF Bay. Fully equipped: Volvo diesel, aft cabin, VHF, depth, Barients, many extras. \$38,000. Tiburon berth avail. Call Bob at 453-8555.

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1983. Like new. Full compliment of Larsen sails, MOB gear, 2 Plastima compasses, Signet knot/log, 4 hp Evinrude outboard, Trailrite trailer, all accessories. Race equipped. Asking \$28K. Will consider reasonable offer. (415) 593-4339.

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1979. 5 sails, dodger, depthsounder, knotmeter, alcohol gimble stove, am/fm cassette, VHF radio, hot and cold pressure water, shower, much more. Must sell. Asking \$36,000. Call Don, days (408) 732-8770 or Walter, eves. (408) 266-3253.

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| <b>ISLANDER 36</b><br>Must sell, company relocation. Partnership interest in <i>Sunkiss</i> . Excellent condition, fully equipped, electronics, diesel, microphoro. Moored Brickyard Cove. Sleeps 8. 'Topnotch' partners! Contact Nick (415) 376-3233 or Tony (415) 935-5404.                                                               | <b>CLASSIC 25-FT WOODEN PIRATE SHIP</b><br>Custom design centercockpit gaff ketch. LOA 25'3", beam 8'2". Roomy forward and aft cabins. Atomic 4 engine. \$5,900. (415) 447-4978.                                                                                                                                                                                                                                                                                                | <b>ALUMINUM MAST 35-FT</b><br>Boom 12-ft. Sail. \$1,500. (916) 967-2720.                                                                                                                                                                                                                       |
| <b>THE FISHER 34 KATIE E</b><br>Custom built 1984. 60 extras & options. Sail warm & dry in all weathers. The builders in England say: "This is the finest 34 we have ever built, a most elegant Fisher." \$110,000. (415) 865-2697.                                                                                                         | <b>RANGER 23 — 1/2 OWNERSHIP</b><br>Good condition, 10 sails, 6 winches, bilge pump, fenders, port-a-potti, Evinrude 6 hp, and much, much more. Going to Europe, priced to sell. \$3,500. Berkeley Marina. Charles, eves. (707) 255-8244.                                                                                                                                                                                                                                       | <b>NEW 9 KW DIESEL GENERATOR</b><br>Never used, 220v, 60 hertz, 4 cyl., sound shield. \$5,900. (415) 351-6804.                                                                                                                                                                                 |
| <b>EXPRESS 27 LOCOMOTION</b><br>S.F. Bay Champion, 14 bags North sails, 2 spinnaker poles, full offshore gear, VHF, Loran, EPIRB, digital knotmeter/log, trailer. \$28,500 or offer. Call Roy Falk at 823-2426 days or 833-1741 eves.                                                                                                       | <b>PERFECT</b><br>Gorgeous, fast, fun & safe Columbia 5.5 meter (32.5' f/g, full keel, no cabin). Exc. cond. Yellow LPU, fresh haul/bottom, Evinrude 6 hp, 8 sails, full cover, extra parts, more. \$7,700/offer. Chris Clark (707) 763-5686 hm; (415) 951-2148 wk.                                                                                                                                                                                                             | <b>CT-41</b><br>Cruising ketch, full keel, 1975 fiberglass. Diesel, teak interior, original owner, well equipped, A-1 maintained. Would be a great liveaboard. \$72,500. (408) 779-7885; (415) 357-2245.                                                                                       |
| <b>50-FT SAUSALITO BERTH</b><br>Well protected. Ideal for sail or power boat. Available Memorial Day weekend through Labor Day weekend. Very reasonable. Shore power included. (415) 921-7533, eves.                                                                                                                                        | <b>1985 BABA 35</b><br>One of the last of the Ta Shing built Baba 35's. No rig, 10 hours on FWC 4 cyl. Universal diesel, solid teak custom interior, minimal wood on exterior. Insulated blue hull, s/s wheel steering, 5" Ritchie compass, s/s ports w/screens, 3 Goloit hatches, Cybernet stereo, boom M-80 VHF, 4 100 AH batteries, etc. Phenomenal boat. Owe \$83,500, want \$89,900. Call Marshall for details. (213) 306-0358.                                            | <b>TRADE OR SELL</b><br>1975 American 26' slp, singlehand rig, radio, 3 sails, 2 reef main and more. Value \$10,000. I need an ocean sailer to 35' steel or glass. Let's talk, call with details. Larry Colleges (415) 589-5361 to 9 p.m. PST.                                                 |
| <b>PETERSON 25</b><br>Beautiful flush deck sloop. Great for daysailing, singlehanding, Bay and ocean racing. \$15,000. (415) 567-8880.                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>ERICSON 27</b><br>78, excellent condition, new Yanmar 2GMF diesel engine w/fresh water cooling. Ped. steering, 4 sails, stove, head, icebox, VHF, RDF, fatho, km, stereo, deluxe teak int., canvas covers & lots of other extras. \$21,950. (714) 768-4505.                                 |
| <b>DIESEL CAL 2 25 \$18,900</b><br>Fast, spac., beaut. des., constr. & maint; 5'10" headroom, 5 bunks all over 6'6" long, Yanmar 8, dual batts & fuel tank, shore power; alcohol/elec. stove, VHS, ds, speedo, compass, 2 head-sail & more. Orig owner; divorce sale. Richard (916) 922-1792.                                               | <b>HOBIE HOLDER 12-FT</b><br>This sleek 1984 Hobie Holder, plus trailer is in excellent condition. Must sell! Asking \$1,100. (415) 383-5456 evenings.                                                                                                                                                                                                                                                                                                                          | <b>25-FT MacGREGOR 1982 WITH TRAILER</b><br>Comes complete: 7 1/2 hp Mercury, VHF radio, complete interior with all cushions, stove, head, safety gear, & extras. Super family boat. Like new \$8,400. (415) 228-2852; 228-0946.                                                               |
| <b>27 C&amp;C</b><br>Loaded.<br>\$19,000 or best offer.<br>(415) 435-1119; 435-2036.                                                                                                                                                                                                                                                        | <b>J/24</b><br>East coast boat, commissioned 1979. Sails by North & Pineapple, dual axle trailer with surge brakes. Good condition, always dry sailed. Located Brickyard Cove. \$10,500. (707) 664-2409 days; (707) 584-8062 eves.                                                                                                                                                                                                                                              | <b>O'DAY 23</b><br>1982 with Tandem axle E-Z Loader trailer, 3 sails, 7.5 hp Honda o.b., VHF, alcohol stove & many other extras. Excellent condition. \$14,000. (408) 733-2537.                                                                                                                |
| <b>FOR SALE OR TRADE</b><br>24'4" Columbia Challenger. Well equipped but needs motor. Berkeley Marina berth C-21. Will sell or trade for swing keel boat with trailer. (602) 895-7525 or (619) 858-4676.                                                                                                                                    | <b>FORCE 5</b><br>Great small boat for Bay and lakes. Very underrated. Race SBRA. Blg enough for 2, easy enough for 1. Sound hull, good boards. Excellent trailer. \$1,300. Noel (408) 749-1480 hm; (408) 735-3750 work.                                                                                                                                                                                                                                                        | <b>40-FT CHEOY LEE KETCH, 1956</b><br>All teak. Garden design. Beautifully maintained. Outfitted for world cruising. Diesel engine. VHF, CB, ham, SatNav, windvane, wind & water, generator & much more. \$67,500. (619) 722-9491.                                                             |
| <b>CLUB NAUTIQUE MEMBERSHIP</b><br>Alameda & Sausalito lifetime privileges, functions, free lessons, preferred rentals. Many boats' use without ownership hassles. \$1,500 w/\$50 referral. (415) 527-3859.                                                                                                                                 | <b>FJ — SAILNETIC</b><br>High performance fully race rig, sail No. 4301 with Pineapple sails, nearly new, includes E-Z Loader trailer, Harkin blocks, doubledided controls, mid-boom traveler, magic box, mast ram, Elvstrom bailer, internal halyards. \$3,500 firm. (415) 487-7654.                                                                                                                                                                                           | <b>ISLANDER 37: OUTSTANDING VALUE AT \$40K</b><br>Must sell to buy bigger. VHF, RDF, log & knotmeter, am/fm, A-4, dinghy, full mahogany interior, sleeps 7, Electro-san head, nav station, safety & ground gear, much more. See it before you spend more for less. (707) 833-2101 or 539-6066. |
| <b>LIVEABOARD COUPLE HAD BABY, MOVING OFF</b><br>Seeking 3 partners for fast, well-maintained, proven cruising ketch. 1971 Morgan 40' tri-cabin, located Ventura. Cruise Channel Islands on family-sized sailboat (sleeps 6 comfortably, 2 private heads) for 1/4 costs. (805) 642-0967.                                                    | <b>AGELESS CLASSIC — 65-FT ALDEN</b><br>1926 Marconi ketch. Updated rigging w/self-furling jib. All teak deck. New Perkins dsl eng. Cust oak/mahog interior w/new refrig, stove, fireplace. Exc. sailer & liveaboard. Price & terms neg. Days (415) 685-1230 ext. 3222; eves. (415) 283-3047.                                                                                                                                                                                   | <b>WANTED: SMALL SAILING DINGHY</b><br>Want to buy 8-9' fiberglass dinghy or small sailboat (e.g. El Toro or Sabot) for sailing and rowing. Sail optional. Call (415) 934-7424, eves. and weekends.                                                                                            |
| <b>82 J/24</b><br>7 sails, trailer, radios, new bottom, lake sailed. \$12,500. (209) 226-7611.                                                                                                                                                                                                                                              | <b>LET'S TRADE!!!</b><br>My 34-ft Hans Christian cutter-rigged sailboat for your 27-30' Cal, Islander, Ericson, etc. My boat is the perfect Bay or ocean boat, or an excellent liveaboard. Diesel, fatho., VHF, km, genoa & drifter, propane stove & oven, windvane, dodger, heater, all teak down below. We lived on her for 8 months while cruising so we know she's safe and comfortable. We'll consider cash, your boat and a note totalling \$67,000. Call (415) 236-5215. | <b>HERRESHOFF 38-FT LAUNCH</b><br>Perkins diesel, 10 kts at lgh, fiberglassed strip planked, transom gate, swim platform, VHF, CB, safety equipment, low hours, highway trailer. \$18,500 or trade for repairable sports car(s), machine tools, etc. Jim Rudholm (209) 897-2757.               |
| <b>39-FT MOONRAKER</b><br>Very successful Great Lakes racer. Outstanding cruising. Custom Ericson 39. Excellent sail inventory. Fully equipped. Bristol condition. \$59,000. (313) 647-2856 or write Nils Muench, 715 Oakleigh, Bloomfield Hills, MI 48013.                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>ALDEN SCHOONER</b><br>Design No. 270, built 1929, 43' LOD, 52' LOA. A comfortable, well balanced sailor and roomy liveaboard for last two owners and families. With terms possible, \$45,000. (619) 223-3542 M-F, 8-4 only. David.                                                          |
| <b>BRITWORKS YACHT MAINTENANCE</b><br>Have your boat beautiful for spring.<br>Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking. Bottoms. Cleaning. Lettering. Repairs. Maintenance Programs. Serving the Bay Area 10 years. Insured. References. Fast. Reasonable. Work Guaranteed. (415) 381-0803. | <b>WET BOTTOM CHARTERS</b><br>Blow out the cobwebs and sail away the day on the Bay with a crew to tend to your every need!<br>Treat your small party royally.<br>Randy and Darlene Giovannoni (209) 226-0310.                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                |
| <b>CHARTER SAN JUAN ISLANDS</b><br>Exceptionally well-equipped sailfleet includes Hunter 40, 37, 34, 28.5; Sceptre 41 Plothouse; Young Sun 43. Visit EXPO 86. Best rates bareboat or skippered. Flotillas arranged for groups. BELLHAVEN MARINE, No. 9 Squicum Mall, Bellingham, WA 98225. (206) 733-6636.                                  | <b>— A-1 YACHT SERVICE —</b><br>Professional quality brightwork and painting, interior or exterior. Expert repairs and renovation on wood and fiberglass. Satisfaction guaranteed. Refs available. Serving the Bay Area. Michael Heiner 868-1720 home; 331-8149 message.                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                |
| <b>STUART E. RIDDELL</b><br>Marine surveyor and consultant<br>(415) 332-9036                                                                                                                                                                                                                                                                | <b>CRUISE CHANNEL ISLANDS</b><br>A weekend or a week.<br>Everything furnished. Well-found cutter.<br>Bowers Charter and Development Co. (818) 360-9844.                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                |



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| <b>FOR SALE</b><br>Hans Christlan 43<br>Cutter, 1981. \$120,000.<br>Sausalito liveaboard berth.<br>332-4722; 388-5321.                                                                                                                                                                                                                                 | <b>ISLANDER 36</b><br>Baby on the way! Must sell! Beautiful boat w/upgraded teak interior. Stereo, VHF, RDF, CNG stove, shower, h/c water, 5 sails, Perkins diesels. Alameda berth. \$58,500. For complete gear list or appt.<br>Call (415) 938-2969.                                                                                                                                                                                                                                                          | <b>TRAILER FOR SALE</b><br>Used less than 5 times. Ideal for 22-ft boat, all reasonable offers considered. Parked, Marin County.<br>Call Greg 751-9116.                                                                                                                                                       |
| <b>CHEOY LEE OFFSHORE 27</b><br>1970. Excellent ocean or Bay sailer. Volvo diesel, roller reef, head, ship shore, depthsounder, wheel steering, teak decks, extras. Berkeley berth. Price 24K.<br>Ray Cook, res. 668-2423, bus. 550-5165.                                                                                                              | <b>1978 LANCER 25</b><br>Trailerable yacht, fixed keel with standing headroom. On E-Z Loader trailer, 6 hp outboard, VHF, depth, sleeps 5. \$10,000.<br>(415) 961-2875.                                                                                                                                                                                                                                                                                                                                        | <b>1/4 INTEREST IN 27-FT SLOOP</b><br>Berthed at S.F. Marina. Good condition.<br>\$3,000 and \$145/mo. includes all costs.<br>Days (415) 445-8548; eves. (415) 826-4763.                                                                                                                                      |
| <b>17-FT SOVEREIGN</b><br>Sleeps 4. Johnson Sallmaster motor, bottom painted, fixed keel, portable pottie, Magic Tilt trailer. Excellent boat for couple or small family. \$3,950. Randy Haire, days (415) 967-7844; nights (415) 960-1729.                                                                                                            | <b>COLUMBIA 26 MKII — \$9,500/BEST OFFER</b><br>Roller furling jib, 10 hp o.b., depth, VHF, alcohol stove, 2 anchors, head, sink, compass, teak trim, Richmond berth.<br>Mark 842-0262 days; 254-0987 eves & weekends.                                                                                                                                                                                                                                                                                         | <b>TRAVELLER 32</b><br>Cruiser/liveaboard dbl-ender, '77, U.S.-built, Dewitt sails (6), Pisces 27 hp dsl, 350 hrs. Arles vane, refig., solar panels, VHF, ds, new dodger & int. cushions. All equipment installed & working, extras. Must see. \$65,000. 352-7342 hm; 271-6135 wk.                            |
| <b>FJ</b><br>1978 Vanguard, z-spars, custom blades, oversize trailer; ready to race. Placed 5th in '79 FJ Worlds. \$2,000 firm.<br>Call Dan (408) 730-1047 eves.                                                                                                                                                                                       | <b>WANTED</b><br>A bright and petite grandmother who likes boats and grandfathers. Cruise the Bay & Delta on a unique boat. Boating experience would be nice, but not essential. Write: Arn, P.O. Box 233, Avila Beach, CA 93424.                                                                                                                                                                                                                                                                              | <b>VACATION ABOARD YOUR OWN PEARSON 365 KETCH</b><br>Summer cruise the Delta or the coast in this comfortable, quality boat featuring full galley, pressure hot & cold water, stall shower. Priced at a low \$55,000.<br>(415) 697-5977.                                                                      |
| <b>NEWPORT 30 MKII</b><br>1977. Autopilot, CNG, Atomic 4, spinnakers, etc. Race-rigged & cruise ready. \$30,000.<br>(415) 387-9864.                                                                                                                                                                                                                    | <b>PETERSON 33</b><br>9400-lbs of romp and stomp! I must sell this incredibly well equipped racer/cruiser in the next 30 days so I can pay for my new boat. This yacht has oversized everything from the rigging to the winches to the ground tackle. Fully equipped for offshore use. For complete package of race results, sail and gear inventory please give me a call. \$63,000 invested — asking \$50,000.<br>I will make it worth your while.<br>Call Dennis, work (415) 954-6757; home (415) 527-5569. | <b>EL TORO FOR SALE</b><br>Fiberglass construction & racing-rigged made by Sailnetics, about 4 years old & in good condition. Will include red, white & blue sail & wood oars for rowing. Cost \$650 or best offer.<br>(415) 522-4446.                                                                        |
| <b>25-FT CORONADO</b><br>15 hp Johnson, rigged with internal controls, RT, stereo, full galley, elec/alcohol 4-burner, barbeque, and many other amenities. Delta berth. Must sell. \$7,500 or best offer.<br>Call (707) 255-5032 or (707) 253-0324 for message.                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>GREAT FIRST BOAT</b><br>1965 Cal 25. Fiberglass w/wood interior. Great Bay & Delta cruiser. Good racer. Boat is in good condition & ready to sail. Upwind Berkeley berth. Partnerships welcome. No reasonable offer refused.<br>Call Chuck 841-4215.                                                       |
| <b>'63 T-BIRD SLOOP</b><br>No. 280. Built in Japan. Mahogany over oak, new main, 3 headsails plus a spinnaker with pole, Honda 7.5, depthsounder w/alarm, new VHF. Recently hauled. Must see. Asking \$9,000.<br>653-0681.                                                                                                                             | <b>SWEET DEAL</b><br>24-ft Pacific Dolphin 1977. 3 sails, pole, cover, trailer, 7.5 Honda, classic teak in beautiful condition. Must sell. \$11,500 or B.O. Fresh water only.<br>Call (916) 645-2508.                                                                                                                                                                                                                                                                                                          | <b>FOR SALE</b><br>34-ft Seaclipper plans w/construction manual. \$250/B.O. (\$500 new); Aluminum boom for 34' Searunner. Make offer.<br>Narayan or Phil (415) 652-3011.                                                                                                                                      |
| <b>38-FT INGRID</b><br>Needs to be finished. 70 percent done. Cement hull.<br>Well worth the \$12,000 asking price.<br>276-1372 after 6 p.m.                                                                                                                                                                                                           | <b>CATALINA 25</b><br>Fixed keel, 110, 150 headsails. 2 reef main, 2 speed winches. Ritchie compass. Signet depth, km. Standard LTD VHS. Traditional interior, stove, cockpit cushions, top enclosure. Honda 10 hp. \$14,500. Mike (415) 672-3624 hm; (415) 430-3635 wk.                                                                                                                                                                                                                                       | <b>6-PERSON SURVIVAL RAFT WITH VALISE &amp; HARDCASE</b><br>Lt-weight, aircraft style, ideal for racing. Recent certification. \$1,000 or best offer.<br>Call Greg days at 332-4462.                                                                                                                          |
| <b>FOR SALE: WILDERNESS 21</b><br><i>Rhiannon</i> , competitive and quick, lots of Pineapple sails, long equipment list. Harken and Schaeffer hardware and trailer. \$10,000 or offer.<br>(707) 884-4328, leave message. (415) 282-9914.                                                                                                               | <b>J/24</b><br>Orange hull, '79 J/24. Full set of sails, Evinrude o.b. \$9,000 or best offer.<br>(415) 820-5637 nights.                                                                                                                                                                                                                                                                                                                                                                                        | <b>WANTED: ADVENTURESOME SHIPWRIGHT</b><br>Young man/couple with some carpentry & sailing experience to do restoration work on beautiful 40' schooner in Virgin Islands. Labor in exchange for part interest of boat. Write Les Taylor, 1320 Lincoln Ave., Calistoga, CA 94515.                               |
| <b>CRUISING GEAR</b><br>Avon Redcrest dinghy with oars & motor mount: \$275; Anchor windlass, manual 2-speed for 35'-45' boat: \$425; Anchor chain 3/8 Campbell proof coil (new) 150': \$300; Mistral sailboard: \$350.<br>332-4427.                                                                                                                   | <b>SHORE LAND'R SAIL BOAT TRAILER, 1984.</b><br>Carrying capacity 5100; tire size. F78x14; keel length range 22"-36"; surge brakes; easy on/off. Good looking, dependable, extremely well-built, galv. finish. \$3,100. See in Ben Lomond.<br>(408) 336-2709; (805) 466-1281.                                                                                                                                                                                                                                  | <b>BEAUTIFUL 26-FT KETCH</b><br>Well-maintained center cockpit. Wheel steering. Aft cab., galley, stove, sink. Blue sail covers. 25 hours inbd. Sleeps 5. V.G. sails. Swing keel. Make offer. Trailer optional.<br>(415) 388-1367.                                                                            |
| <b>NEW</b><br>8-ft fiberglass dinghy with oars.<br>\$285.<br>331-3125.                                                                                                                                                                                                                                                                                 | <b>18-FT TRIMARAN</b><br>Tri-Star wood epoxy glass, launched 83. Sails by Smyth. Hardware by Harken, o.b., trailer. Strong & fast. Featured in launchings Multihulls anniversary issue. Over \$8,000 invested; steal at \$6,500. Box 5273 Incline Village NV 89450. (702) 831-5210.                                                                                                                                                                                                                            | <b>CAL 20</b><br>Sausalito berth. 5 sails. 6 hp Evinrude. Very clean.<br>\$3,900.<br>956-5752.                                                                                                                                                                                                                |
| <b>VENTURE/McGREGOR 222</b><br>Ready to sail, well maintained, 2 sails plus 150 genoa, trailer, 6 hp Evinrude, Pop-top cabin, swing keel, kick-up rudder, cushions, galley, head, refig., lights, battery, compass, anchor. Inspect at Sausalito berth. Nights 924-0170. \$4,600/OBO.                                                                  | <b>MUST SELL — ALBIN 28</b><br>1982 Cumulus cruiser. Fractional sloop, 12 hp Yanmar diesel, VHF, digital depth/knotmeter/log/alarm, Ritchie compass, 2-burner stove, pressure water, 4 bags, 2 anchors, many extras. Exc. cond. Reduced to \$24,500.<br>(415) 347-5880.                                                                                                                                                                                                                                        | <b>DO SOMETHING EXCITING THIS SUMMER!</b><br>Join us and cruise Alaska's beautiful inland passage, Seattle-Juneau (or return). Have lease on large equipped 50' steel ketch. \$1,900/person all inclusive for approx. 34 days. More info write <i>Dolphin</i> , 6626 Orphelia Ave. NE, Albuquerque, NM 87109. |
| <b>TIMESHARE — CATALINA 27</b><br>Boat available 5 days per week. Lots of sail time. Lessons available, or recent graduate of local sailing schools encouraged. Let's talk! \$100/mo. + \$200 annual insurance fee.<br>Rick (415) 835-4230 days; 655-9469 p.m.'s.                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>MARINE SURVEYOR</b><br>BRIAN O'DONOGHUE<br>Consultant<br>Phone (415) 461-6347<br>Appraiser                                                                                                                                                                                                                 |
| <b>MARINE BATTERIES</b><br>For the Highest Quality, Dependability and Lowest Prices<br>In Marine, Automotive and Industrial Batteries<br>Call San Rafael Welding Supply<br>(415) 457-0550                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>YUGOSLAVIA</b><br>Sail the Islands on the crystal clear Adriatic.<br>30-ft sloop available for charter May-October, bareboat or with captain.<br>Sleeps 6; head and shower.<br>For information call Walter Pajallch, (415) 222-7432.                                                                       |
| <br>STAINLESS STEEL BEND-TO-FIT<br>NON-FOULING LIGHTWEIGHT<br>INCONSPICUOUS NON-SLIP<br>MAST STEPS<br>\$12.95 ea. ppd. VISA/MASTERCARD<br>SEABIRD MARINE div. BASECAMP R & D<br>25 Contra Costa Pt. Richmond, Ca. 94801<br>(415) 233-8166 Dealers inquiries invited |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>CHARTER A LITTLE FREEDOM ON THE BAY — CATALINA 27</b><br>\$60 full day or \$100 with skipper.<br>835-4230 days; 655-9469 eves.                                                                                                                                                                             |




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| <b>YOUR CATALINA 22</b><br>Plus \$6,000<br>for my Cal 28<br>or \$11,900 cash.<br>Days (415) 522-2666; eves. (415) 865-7221.                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>1937 ALOEN SLOOP</b><br>Rebuild in progress. \$12,000 or best offer.<br>For more info call 530-3254, 5-7 p.m. only.                                                                                                                                                                     | <b>SPACESAILER 18</b><br>Australian design, 1/2 fin keel sloop with British Seagull and E-Z Loader trailer. A well-built boat in very good condition. A good weekend cruiser. Must see to appreciate. \$2,900.<br>(408) 241-8083, leave message.                                                                                                                                                                                                        |
| <b>P-28 SAILBOAT</b><br>Beautiful sleek Swedish built sloop, mahogany plank on oak ribs. A rebuilt Albin gas engine, 5 sails, enclosed head, VHF, mast head navigational lights incl. strobe, sleeps 4, Peninsula Marina, Redwood City. \$7,950. 349-9410.                                                                                                                                                                                                                                                                                               | <b>HUNTER 33</b><br>In cradle, 90% complete hull, deck, partial interior, running and standing rigging, sails, diesel engine installed plus \$5,000 in parts. Asking \$22,000. Bob (707) 257-1687 eves.                                                                                    | <b>EL TORO &amp; SEA GULL OUTBOARD</b><br>El Toro-type hull fully equipped for sailing or rowing. Needs work. Perfect for young, ambitious resourceful yachtsman/woman: \$300. Long-shaft, old, reliable Sea Gull outboard: \$200. Phone (415) 665-0230, leave message.                                                                                                                                                                                 |
| <b>ISLANDER 36</b><br>Loran, RDF, VHF, EPIRB, 4 spinnakers, 4 jibs, twin hal. headfoil. Fully loaded for ocean & Bay. 1981 2nd place Oakland Catalina. \$45,000. Moving, must sell.<br>Days (415) 443-5166; eves (415) 443-3236.                                                                                                                                                                                                                                                                                                                         | <b>1964 O'DAY 19.5</b><br>Fiberglass, full keel sloop. Incl. trailer, all gear, ready to sail, new bottom paint, new knot & depth gauge, new sails, main, jib, genoa & spinnaker. May trade up or down. \$4,000. (No wood boats). Barry (707) 252-3006 Napa.                               | <b>1978 CATALINA 27</b><br>Excellent condition, original owner, located fresh water since new. 9.9 Evinrude electric start, 3 sails, new club jib, radio, knot compass, traditional interior, white with blue non-skid. Don't overlook this one. Asking \$14,000. (415) 634-0144.                                                                                                                                                                       |
| <b>ERICSON 29</b><br>Excellent condition, original owner, VHF, am/fm stereo, compass, wheel steering, sleeps 6, all teak redone, new seacocks, Berkeley berth. \$24,000. (408) 286-9124.                                                                                                                                                                                                                                                                                                                                                                 | <b>SELLER MOTIVATED — MUST SACRIFICE</b><br>Dandy, 23-ft gaff cutter, traditional Gillmer 'Blue Moon' design, built Maine 1958, Master Mariner veteran, 1980 Yanmar diesel, much recent work. Need to sell quickly, let's discuss options. \$18,000. (415) 653-7458.                       | <b>FANTASIA 35</b><br>Cruise — liveaboard. 1980. (408) 867-0934.                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>FOR SALE</b><br>International contender. 16' singlehanded trapez centerboard dinghy. Ronday composite, glass hull, wood deck. Top/bottom covers, trailer. 2 sails. 86 Worlds Santa Cruz. \$1,600/OB.D. Call Jeff, h: (415) 368-0673; w: (415) 321-5374.                                                                                                                                                                                                                                                                                               | <b>20 HP LONGSHAFT OUTBOARD</b><br>1972. Excellent condition. \$400 or best offer. (209) 795-2009. Angels Camp area.                                                                                                                                                                       | <b>38-FT WOODEN CRUISING SAILBOAT</b><br>Flush deck, full keel, cutter rig, built 1948. Cedar over oak, galv. fastened cement ballast. Volvo diesel, full electronics, El Toro dinghy, Redwood City slip. Must sell. \$22,000/best offer. (415) 321-0570.                                                                                                                                                                                               |
| <b>O'DAY</b><br>17-ft O'Day daysailer. New gell-coat, new mahogany floorboards. Standard sails plus spinnaker & gear. Excellent condition throughout. \$2,500 firm, or \$2,850 with new 2 hp Evinrude outboard. (707) 255-7029.                                                                                                                                                                                                                                                                                                                          | <b>ERICSON 30</b><br>Good shape. Will consider financing or trade for real estate. Below market price for immediate sale. Call (415) 968-1860 or 961-2222.                                                                                                                                 | <b>COLUMBIA 28</b><br>1969 young 8ay/Delta boat, Volvo diesel, 4 sails, fin keel, ds, VHF, knotmeter, alcohol stove, elec. toilet, full cushions, recent LPU topsides, anchor/safety equipt. Must see to appreciate. \$16,500/D80. Call (415) 937-5539.                                                                                                                                                                                                 |
| <b>32-FT PACIFIC THUNDERBIRD SLOOP</b><br>Great offshore or Bay cruiser. Well built, plywood & fiberglass construction. Hauled, painted & surveyed 8-84. 5 sails plus spinnaker & pole, dodger, 2 anchors, 3 bilge pumps, 2 compasses, CB, RDF, VHF, depthfinder, nautical miles, autopilot & liferaft. This boat is in excellent condition. Sleeps 6 with a beautiful wood interior. Taylor kero. stove, heater & lamp. 110 & 12 volt electrical. Must see to appreciate. Priced to sell at \$19,950. Also S.F. slip, China Basin Area. (415) 626-7223. | <b>WILLARD VEGA 30</b><br>Cutter rig motorsailer w/character. Perkins dsl 4107, VHF, ds, dual steering, reefer, new sails, stereo, full cushions, covers, alcohol oven/stove, new carpet, low hours, recently hauled in excellent condition. Price \$41,000. Call (415) 937-5539.          | <b>LIVEABOARD SAILBOAT</b><br>Want to cut expenses? For the right person it's perfect. I lived aboard for 2 years, saved my money and bought a big cruising boat. This is wood and in great shape, but still has a few minor things to keep you busy. It has 6-ft headroom, shorepower, head, 4 cyl. Chris Craft inboard, 3 sails, anchor, and other items. Complete bottom job and survey in '85. 31' LDA, 26' LOD, 10' beam. \$8,600. (415) 237-1360. |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>1971 SANTANA 22</b><br>One headsail, lifelines, pulpit, whisker pole, compass, stainless chain plates, Lewmar winches, jiffy reefing, new wiring, newly painted int. safety equipment & '84 Johnson 8 hp. \$4,000/OBO. Eng. avail separately. Steve 476-1469. 2 hp Seagull avail: \$50. |                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>NEW BOAT COMING</b><br>Must sell Force 50 ketch. Loaded, custom teak interior, 120 hp Lehman Ford, refrig., autopilot, roller furling, radar, VHF, ham, generator. Keep it in Hawaii or owner will deliver. J. Ponsen, 1804 Ala Moana Bl. 16-A, Honolulu, HI 96815.                                                                                                                                                                                                                                                                                   | <b>CONTESSA 26</b><br>26-ft full keel sloop, built to Lloyds specs. Int. Folkboat-like design. 2,300-lb ballast. Canadian-built by Taylor Boat Works. A pleasure to sail under any conditions. Exc. cond. \$13,900/B.O. Ted 523-1068; 522-8893.                                            | <b>1976 ISLANDER 28</b><br>1985 8-fleet champ. 7 sails, spinnaker, brand new main & class jib. Diesel, VHF, ds, km, 8 Barients. Large, active one-design racing & cruising fleet. Exceptional Brickyard Cove slip. \$30,000. 284-2335 eves; Jack 420-3277 days.                                                                                                                                                                                         |
| <b>21-FT LUGERKIT</b><br>Excellent first sailboat. Hull & deck totally reworked & painted. New sail covers. Night lights added to mast. Real steady boat with torpedo ballast on keel. Asking \$2,500. Must sell. Call Marco (415) 237-0249.                                                                                                                                                                                                                                                                                                             | <b>36-FT SLOOP — WOOD</b><br>Classic. Great for Bay, Delta, light-coastal, race! Needs TLC on mast & topsides, paint or varnish. Must sell! Insured at \$27,500. Cash only, \$10,000 firm. Might trade pinks for fiberglass, sail or motor. Private owner. (415) 522-2525.                 | <b>MERMAID</b><br>21-ft classic Petersen sloop. Fine 8ay boat. Good condition. One set sails, Seagull outboard, berth cushions in cabin. Berkeley upwind berth. \$4,000/offers. 525-2594; 525-0104 message.                                                                                                                                                                                                                                             |
| <b>MOORE 24</b><br>Two boat owner must sell Moore 24. Sails, trailer, motor, complete. \$13,500 or make offer. Must see to realize such a bargain. 387-4590 days; 681-4150 eves.                                                                                                                                                                                                                                                                                                                                                                         | <b>CATALINA 30 — SELL OR TRADE</b><br>Looking for a great liveaboard or want to trade up? I'm moving back to land after 4 years as a liveaboard. Will trade for 20'-22' trailerable or sell for \$33,000. Many extras on this 1982 beauty. Call Tom 588-0590.                              | <b>36-FT BERTH RENTAL — \$180/MO</b><br>S.F. waterfront, Pier 39, upwind-facing 36' slips. Short/long term, will consider lease option. Laundry, security guards, showers, shopping center, restaurants, discounted parking. (415) 523-9638 eves.                                                                                                                                                                                                       |
| <b>CATALINA 36</b><br>1983 model. Many options. Nicest 36 on the Bay. Prime berth at Coyote Pt. included. Pay my loan balance of \$56,825 and it's yours. Call Don now at (415) 583-1380, evenings.                                                                                                                                                                                                                                                                                                                                                      | <b>MODIFIED MORGAN 27</b><br>Trophy-winning, Bay/ocean racing or comfortable cruising. S.F. Marina berth. All boat performance electronics, including stereo, VHF, ap, tapered mast, 9 sails, stove w/oven, sleeps 5, i.b. power. Required safety equipment. \$27,500. (415) 367-7279.     | <b>CAL 29</b><br>Excellent condition, used 5 months per year in fresh water. Complete inventory of sails, instruments (new), radios (new), all accessories. No. Tahoe berth available. Must sell. \$25,500. (916) 583-8628; (415) 574-7740.                                                                                                                                                                                                             |
| <b>FLEMING SELF-STEERING SYSTEMS</b><br>Engineered for strength and reliability in cast 316 s/s. Our clients enjoy worldwide service back-up and 20,000 miles warranty. 2 models, reduced prices. K. Fleming, P.O. Box 60500, San Diego, CA 92106. (619) 222-9124.                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                            | <b>ISLANDER 36 — CHARTERS</b><br>Stiff, Clean & Fun. Sausalito (415) 331-6234.                                                                                                                                                                                                                                                                                                                                                                          |
| <b>WESTSAIL OWNERS ASSOCIATION</b><br>Regional rendezvous, Newsletter, Races, Westsails For Sale list \$10, dues \$12 per year. Contact George Bachman, P.O. Box 112, St. Mary's City, MD 20686.                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                            | <b>RUN AWAY TO SEA</b><br>South Pacific adventure — departing Hawaii in May to Tahiti, Cooks, Samoa, Fiji and Tonga on beautiful 51' ketch. 3 weeks: \$1,800; 6 weeks: \$3,500. For brochure write Marita Shan Charters, 2875 Alamein Ave., Vancouver, B.C. V6L 1S4. (604) 738-2347.                                                                                                                                                                    |
| <b>ENJOY A YACHTING VACATION</b><br>on the Bay or Delta aboard my beautiful 43-ft sailboat <i>Compass Rose</i> . Sleeps six. Shower, refrigeration, stereo, instruments. \$175/day midweek. \$200/day weekends. Special weekly rates. Call Jon (415) 427-5499.                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                            | <b>BRITISH COLUMBIA CHARTERS</b><br>Close to Desolation Sound and Princess Louisa Inlet, low prices (from \$US 336 week), excellent charter yachts, great facilities. Visa & Mastercard. Gordon Greer Ltd., 201-1797 Comox Ave., Comox, B.C., Canada V9N 4A1. (604) 339-4914, 339-7222.                                                                                                                                                                 |



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| <b>9-FT BOSTON WHALER (SQUALL)</b><br>Plus trailer.<br>\$850.<br>Phone (408) 446-3800, ask for Bob.                                                                                                                                                                      | <b>ISLANDER 30 — \$16,500</b><br>Sail and sleep on the Bay.<br>S.F. Marina berth! 1968 MK1 sloop, f/g, full keel.<br>New Honduras mahogany interior, Signet electronics.<br><i>Surveyed. Tom, days 974-0133, eves. 359-5297.</i>                                                                                                                                                                                                    | <b>505</b><br>Fast 16' racing dinghy. Mahogany deck & trim. Sails, spinnaker, trailer. Excellent condition. Active local fleet. \$2,900.<br>Craig (415) 965-3671.                                                                                                                    |
| <b>17-FT SWAMPSCOTT DORY</b><br>Fine lapstrake wooden boat, 2 yrs. old. Copper fastened, oak frames, Bruynzeel planks. Rigged for rowing or sailing, includes 2 sails, oars, galvanized trailer, boat cover. \$2,200/offer.<br>Jeff 654-1554.                            |                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>45-FT CLASSIC</b><br>Ocean-going English-built ketch rigged motorsailer. Mahogany on oak, copper rivetted, teak finish, Gardner dsl. All in beautiful condition, lying Pacific Northwest. Canadian \$105,000, O.N.O.<br>Reply to Box No. 2497, Sidney, B.C. V8L 3Z4, Canada.      |
| <b>LIVEABOARD WANTED</b><br>Pretty little lady sailor, 49, desires permanent first-mate position. Can cook or handle the helm. Would like to cruise with you to warmer waters. Will travel anywhere. Write: Ellen, Box 381, Dana Point, CA 92629 or call (714) 661-6376. | <b>DOWNEAST 38 CUTTER</b><br>Original owner. Exc. cond. Equipped for cruising. Moored San Carlos, Mexico. Sacrifice \$65,000. Consider real estate or first deed. (415) 326-4567 or 327-5566. Ben Jackson, APDO Postal 565, Guaymas, Son. Mex.                                                                                                                                                                                      | <b>TRADE FOR S.F. PROPERTY</b><br>Go cruising in a Westsail 42. Professionally finished & launched in 1981. 85 hp Pathfinder diesel with 75 engine hours. Best equipment available with many spars. Market value 170K.<br>Gail (415) 775-0157.                                       |
| <b>TARTAN TEN 33-FT</b><br>Good daysailer, PHRF & one-design racer. Eleven North & Hood sails. Extensive electronics & equipment. Excellent condition. \$20K/OBO.<br>Randy (415) 552-6246.                                                                               | <b>30 CLIPPER MARINE</b><br>Diesel, extras. 14K.<br>More info phone (415) 327-6729 p.m.'s.                                                                                                                                                                                                                                                                                                                                          | <b>1979 SPIRIT 23</b><br>4 sails including a new North genoa & 170 drifter. Large cabin sleeps 4. Full galley, pop-top, private head forward. 1984 Honda 10 hp, ds, & swing keel are ideal for Delta cruising. Trailer. \$7,500/OBO or trade up to 30' with cash.<br>(415) 647-7122. |
| <b>RANGER 33</b><br>'78 Gary Mull cruiser/Bay racer, original owner. 110, 130, cruising spinnaker, VHS, stereo, barometer, fath., knotmeter, CNG, ground tackle, wheel/compass, berthed Emeryville Marina. Asking \$41,500.<br>(916) 482-7406.                           | <b>CRUISE THE BAY, DELTA &amp; LAKE TAHOE</b><br>In a 23' Clipper Marine sloop. Includes Trail-Rite trailer w/brakes, 6 hp o.b., VHF, km, cruising spinnaker, 150, 100 & main. Pop-top, galley & much more. \$7,500 or best offer.<br>(415) 548-1593.                                                                                                                                                                               | <b>WANTED</b><br>To purchase a 35' to 40' sailboat. Prefer a fast cruiser comparable to an Ericson 35'-38' or Cal 39, or ? Have cash. Boat must be Bristol and priced to sell. (619) 873-6832/873-4500.                                                                              |
| <b>TARTAN 30</b><br>Immaculate condition, fully equipped, custom teak/rosewood interior, custom half-model. Five sails, spin. gear, new rigging, all electronics. Must see. With berth. \$32,900(neg.)<br>(408) 739-6137.                                                | <b>ERICSON 32</b><br>Excellent condition. New BMW diesel. Must sell.<br>Call David Greer, days (415) 569-7219.                                                                                                                                                                                                                                                                                                                      | <b>CAL 20</b><br>Super clean condition. New main & jib. New windows. Johnson outboard on bracket. Ballena Bay berth. Will send photo on request. \$3,950. (408) 246-2493 eves; (415) 969-4750 days. Ask for Steve.                                                                   |
| <b>9-FT AUSSIE ROWING SAILING DINGHY</b><br>Int'l orange, fiberglass, sails, mast, tuning gear, etc. Like new. Want to buy 11' Avon/Zodiac or swap.<br>454-5251 before 8 p.m.                                                                                            | <b>PEARSON 30</b><br>1979 with original suit, cruising spinnaker, heavy-air jib, VHF radio, am/fm cassette stereo, and more. \$29,900.<br>Evenings/weekends (415) 583-5765.                                                                                                                                                                                                                                                         | <b>WATERFRONT PROPERTY</b><br>17.8 acres, 1,200' waterfront with fish, oysters, clams, homestead with old English garden. Asking \$120,000. Write: J. Goring, Whaletown, British Columbia, Canada V0P1Z0 or call: (604) 935-6361; 935-6414.                                          |
| <b>SAILLOFT — CANVAS SHOP</b><br>Complete with all the tools. Industrial sewing machine. 3 hydr. press, table, storage cabinet, lots of material, etc.<br>Call (415) 522-1561 evenings.<br>\$5,000.                                                                      | <b>\$8,900/OFFER</b><br>Columbia 26 MKII. Perfect for the Bay. Stable, dry & easy to sail. Sleeps 5. Well maintained & ready to sail. VHF, depth, 7.5 hp Mercury, 2 jibs. Need the \$\$\$.<br>Call Mark at 881-5990.                                                                                                                                                                                                                | <b>TIDEWATER 24</b><br>A great Bay boat. Ready to sail. Roomy cockpit. Cuddy cabin. Sleeps 2. Trailer and Seagull o.b. included. \$2,500.<br>(408) 475-5104 evenings.                                                                                                                |
| <b>NUNES BEARS NO. 39</b><br>Built Sausalito 1947. 23-ft wood sloop.<br>\$2,500 or best offer.<br>Call Marc (415) 398-7290<br>or Geoff (408) 257-7000 ext. 2594.                                                                                                         | <b>CAL 40</b><br>Pices 40 hp diesel, modern cabin design, very clean, new paint inside/outside, many sails, dodger, tiller, cruise/race/liveaboard. Will take smaller sailboat in trade. \$55,000.<br>(805) 644-1670 evenings.                                                                                                                                                                                                      | <b>33-FT STEEL CUTTER</b><br>Hull and deck. Hatches. Basic furniture framing, windows, epoxy painted. 10-ft beam, 5-ft draft. Attractive and strong. Needs engine, mast and sails. \$10,950. John (415) 364-9422 eves.                                                               |
| <b>HUNTER 36</b><br>1980 sloop in exc. cond. Yanmar dsl. Hood mainsail & 110% jib plus a 150% Sutter jib. Hood roller furler. Barient winches, VHF/stereo, km & ds, new batteries & much more. See at Lowrie YH, berth 14, San Rafael. (415) 924-8630. \$56,000.         | <b>SALESPERSON WANTED</b><br>Sales professional: We are looking for a neat, clean cut, but not too slick salesperson. We most want experience in sales, and someone willing and able to generate and follow-up on leads. A sense of humor and some intelligence seem to be helpful.<br><i>Hunter, Cal. and Gulf sailboats. Redwood City location. Don Hatler Yacht Sales, 455 Seaport Ct., Redwood City, CA.</i><br>(415) 367-7212. | <b>CHEAP</b><br>Ripe Papaya, Brown 31 vent wing trimaran. Roller furling, wheel steering, Tillermaster, windvane, coldmolded underwings, teak & mahogany int. New o.b., anchors, chain, dinghy, dbl bed in forward cabin. San Diego berth. \$12,000. (619) 223-2241.                 |
| <b>20-FT SLOOP</b><br>Mahogany hull, covered with f/g. Teak decking & mahogany cabin. Sleeps 2, has head & galley area. Exc. sailer. With many more extras. Good condition. \$4,500. Call after 6 p.m. 1-(209) 478-2295.                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>40-FT SLIP IN PIER 39 EAST BASIN</b><br>Flexible price for quick sale; owner will carry at variable interest rate or cash offer gets an even better price. Asking \$32,000; \$13,000 less than Pier 39's current price of \$45,000.<br>221-2198/346-8111.                         |
| <b>NAPA VALLEY VINEYARD FOR SALE — 16.47 ACRES</b><br>\$346,000. Planted to Chardonnay and Cabernet.<br>Will consider a sailboat as partial payment.<br>Call (707) 942-6990 eves. or weekends.                                                                           | <b>24-FT SABRECRRAFT POWERBOAT</b><br>Volvo Penta 270, FWC, low hours, cuddy cabin, head, sleeps 4.<br>\$2,500/OBO.<br>Call David Greer, days (415) 569-7219.                                                                                                                                                                                                                                                                       | <b>COLUMBIA 26 MARK I</b><br>Columbia the gem of the Bay. Excellent family boat. Sleeps 4 comfortably. Full headroom, full keel, 6 hp Johnson o.b. Must see to believe. Priced for immediate sale. \$8,995.<br>(415) days: 561-5133; nites 922-2106.                                 |
| <b>GENERAL MAINTENANCE</b><br>Varnish Specialist, Fiberglass, etc.<br>Upkeep programs tailored to your needs.<br>Audre Beauchamp (408) 736-1637<br>(I cover the entire Bay Area)                                                                                         | <b>SAIL SEA OF CORTEZ — MEXICO</b><br>41' Morgan "Out Island" bareboat or skippered, fully equipped Zodiac dinghy, Windsurfer, Snorkel gear, 7½ outboard, etc. Sleeps 7 in 3 cabins — mid-cockpit.<br>From \$700/week off-season to \$1,225/week — 10% off on second time.<br>May \$1,100 — June \$900. Bob Moore (415) 456-2913.                                                                                                   |                                                                                                                                                                                                                                                                                      |
| <b>EXCALIBUR 16</b><br>Excellent condition. Inboard, 7 sails, UHF, knotmeter, ds, Barients, all safety gear.<br>\$9,000 or nearest offer.<br>441-5970. Good, stiff, Bay boat!                                                                                            | <div data-bbox="896 2058 1003 2179"></div> <b>DOUG SHOTTON</b><br><b>MARINE SURVEYOR</b><br>(415) 931-4384<br>P. O. Box 2257 San Francisco, CA 94126                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                      |
| <b>COLUMBIA 34 CRUISING SLOOP</b><br>Many extras, 6'3" headroom throughout.<br>Will survey well. Owner transferred. Try 38K.<br>JIM IRWIN, Agent. (415) 883-9750.                                                                                                        | <b>Wally Hansen</b><br><b>MARINE SURVEYOR — CONSULTANT</b><br>(415) 581-8691                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                      |




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| <b>FOR THE GOOD GAY LIFE AFLOAT</b><br>The largest gay yacht club in northern California, the Barbary Coast Boating Club, welcomes both sail boaters and power boaters. For membership info call: (415) 753-5017 or (415) 237-1213.                                                                                                     | <b>VENTURE/McGREGOR 25</b><br>Trallerable, swing keel sloop, 7.5 hp Honda, traller, main, jib, 150% genoa & VHF. Too many upgrades to list. A great Bay boat that gives you the freedom to sail other bays & the lakes too. \$7,500.<br>Days (408) 721-4508; eves. (408) 275-6580.       | <b>SALE/TRADE</b><br>8' Montgomery with sailing: \$685; Avon R2-80 new; Autohelm 3000 new; tri-radial spinnaker (I=42', J=14.5'): \$685; Barient No. 10: \$65; No. 16: \$85. Hawaii charts. Want spinn. pole 14 1/2' or longer. Perkins 4-107 parts. (415) 865-1604.                                                                                                                                                            |
| <b>25-FT TRIMARAN WINSOME</b><br>Excellent condition with a safe, fast track record of sailing the Bay for 6 years. Flamingo standing rig only 3 years old. 1983 o.b., VHF, km, ds, Autohelm 2000 & spinnaker & much more to see. \$10,500 neg. (408) 266-7696 evenings.                                                                | <b>NEWPORT 28, 1975</b><br>Excellent condition. Well rigged & equipped. Deluxe all teak interior. Atomic 4, ds, km, VHF. \$23,500.<br>Days (415) 573-3303; eves. (415) 368-7232.                                                                                                         | <b>HAWAIIAN PARADISE</b><br>Beautiful Cross-designed 38-ft trimaran <i>Shamrock</i> . Documented. Sail the Hawaiian Islands or the world in comfort. Lister diesel, wind steering, jib furl and more. \$51,000. C. Mulligan, Box 444, Alea, HI 96701.                                                                                                                                                                           |
| <b>13 1/2-FT CHAMBERLAIN DORY</b><br>Built by Rowing Crafters, 1984. Includes all optional features: sailing rig (jib & main), sliding seat, 2 pairs of oars, teak floor boards, name board, canvas cover. Magliner trailer. Beautiful performance, exc. cond. \$3,250. Peter Pike (415) 454-6234.                                      | <b>1979 ISLANDER 36</b><br>Just hauled, painted (top & bottom), never raced, roller furling jib, club jib, dodger, spray curtains, refrig., stereo, stove, diesel, excellent condition. \$64,000. (415) 946-5611.                                                                        | <b>WILDERNESS 21-FT</b><br>Great Bay boat, beautiful lines. 90, 110 foresails, mainsail & cover, spinnaker pole, anchor, 4 hp o.b. motor, Sausalito berth, teak cabin, trim, hauled 2/86. Newly fiberglassed hull & keel, bottom paint. \$7,500. 824-9391.                                                                                                                                                                      |
| <b>SAN JUAN 26</b><br>Very fast, very pretty, 1978. Sleeps 6 with full galley, head, 30 hp Atomic 4, 6 winches, 3 sails, full spinnaker gear, shore power, & lots of extras. Berkeley berth. 26.5K or trade up. (415) 383-0132.                                                                                                         | <b>PEARSON VANGUARD 33</b><br>Avoid brokerage fee, well-maintained fiberglass sloop, built strong enough to cross oceans. Fred (415) 325-0850 home; (415) 354-3427 work; (408) 423-5893 message.                                                                                         | <b>ISLANDER 36</b><br>Commissioned winter 1972. This popular class, one-owner boat is fully equipped and has had excellent maintenance. Outstanding boat for cruising/racing. \$41,500. (415) 574-1208.                                                                                                                                                                                                                         |
| <b>8-FT "FATTY KNEES" DINGHY</b><br>Lyle Hess design. Fully equipped for sailing. Great rowing/cruising design, with oars, davit hooks, extra storage. Excellent 'like new' condition — only in water twice! \$1,600+ new. Asking \$1,350. (415) 323-5424 eves; 855-8160 work.                                                          | <b>MERIT 25</b><br>1983, race equipped, sleeps 4, North sails, km, ds, motor, trailer. Exc. MORC, active one-design. Perfect for family cruising/racing. Berkeley berth. Nicer than J/24 or Moore. \$19,900/offer. Eves (415) 364-2169; 547-4761 Bob.                                    | <b>NEWPORT 28</b><br>Difficult to find pre-owned. Beautiful Bay & offshore racer/cruiser. C&C design. Sleeps 6. Immac. Recent int. reded., bottom paint. Atomic 4, 4 sails. Loaded, shorepower, bat. chgr. Emeryville berth. \$21,950. (916) 485-2889 p.m.'s.                                                                                                                                                                   |
| <b>PEARSON VANGUARD 33</b><br>In Honolulu, ready to cruise. Setup for singlehanding. Dsl 180 hrs, dodger, furling jib, SatNav, ap, Aries vane, VHF, RDF, AWI, km, ds, 3 anchors, chain rode. El Toro dink w/2 sails. Batt. chg., stereo. \$35,000. (415) 521-0134 home; 777-3457 work.                                                  | <b>TRAVELER 32 CUTTER</b><br>First Ron Rawson manufactured hull No. 16. Fully cruise equipped. Phone (415) 283-1771 for full specs. (Brokers invited.)                                                                                                                                   | <b>NO, IT ONLY LOOKS LIKE A PEARSON</b><br>It's really a Bristol 29, a full-keel Halsey Herreshoff design ready to cruise. Atomic 4, Tillermaster, Achilles dinghy, boom gallows, Awlgrip hull, oversize rigging, anchor, windlass. \$23,000/O.B.O. John R. (415) 383-5181 days.                                                                                                                                                |
| <b>PEARSON 30</b><br>1979 with original suit, new cruising spinnaker, new heavy-air jib, VHF radio, am/fm cassette, and more. \$27,500. Evenings/weekends (415) 583-5765.                                                                                                                                                               | <b>CLIPPER MARINE 26</b><br>Quick, roomy, easy to sail & launch, Bay, Delta, Lake boat. Flush deck, Pop-top, swing-keel, tandem trailer, galley, head, 10 hp Chrysler, VHF, new rigging, compass, ladder, safety equipment. Must sell. \$4,900/OBO. (408) 735-2717; (408) 448-5571 eves. | <b>28'4" RHODES FIBERGLASS SLOOP</b><br>Fast, strong, beautiful. Ready to cruise. Excellent condition: new Imron paint, clean teak interior, good storage, 7 sails, 3 anchors, windvane, dodger, diesel. Teak over glass decks. South Pacific veteran. \$27,500/OBO. (707) 938-5562.                                                                                                                                            |
| <b>DRASCOMBE LUGGER 18'9"</b><br>Notable voyages incl: Webb Chiles 'open boat across the Pacific'. Ideal, stable, family daysailer w/roomy, comfy cockpit w/cockpit tent for camping. Incl. motor & trailer. Has new sails. Asking \$5,800/OBO. (916) 481-3545 eves.                                                                    | <b>1980 SANTANA 30</b><br>For sale/trade. Volvo, ped. steering, new main, high aspect mast, knot/sumlog/fatho, refrig., stern boarding ladder, stereo, great singlehander. Everything works! Skipped by lady from So. CA. Karen S. Smith, 3600 S. Harbor #290, Oxnard, CA 93030.         | <b>O'DAY 23</b><br>1972, 6 hp Jonson. '80 Pineapple sails, jib, storm jib & genoa. 1,250-lb keel/CB. Stove, icebox, anchor, compass. San Leandro berth. \$4,500/offer or trade up to 28'. 1501 Decoto Rd. #132, Union City, CA 94587. (415) 489-8859.                                                                                                                                                                           |
| <b>'83 CATALINA 36</b><br>Like new, good coastal & Bay boat. A lot of extras. Must sell. \$67.5K. (408) 264-1067.                                                                                                                                                                                                                       | <b>STEAL THIS BOAT</b><br>Must sell my Catalina 30 for equity so I can buy a house. Any offer over \$1.00 will be considered. Call 588-0590 for details.                                                                                                                                 | <b>ISLANDER 28</b><br>One owner, bristol condition, with full electronics, stereo, Hood Sea Furl system and more! Can be seen at Brickyard Cove B-38. \$32,000/OBO. (916) 663-2444.                                                                                                                                                                                                                                             |
| <b>HUNTER 27, 1980</b><br>Must sell, have bigger boat. Like new, sailed only 3 times last year. Kept in fresh water only. Rigged for racing, lots of equipment, km, ds, ped. steering, VHF, stereo & more. Sleeps 5, i.b. diesel, club jib, 110, main, dual bats. \$24,000. (209) 334-0705.                                             | <b>CAPE DORY 25D</b><br>1983, like new. Diesel with low hours. Sleeps 4. VHF, depth-sounder, knotmeter, genoa. Top quality throughout. Will finance or trade down. Must sell. \$30,950. (415) 524-5791.                                                                                  | <b>MARINE DIESEL ENGINE</b><br>6 cyl., 273 cubic inch, 80 h.p., fresh water cooled. 200 hours since rebuild. Many spare parts. \$1,500. Call for details at (916) 777-6760.                                                                                                                                                                                                                                                     |
| <b>EXPRESS 27</b><br>Absolutely top condition, mostly fresh water use, trailer, low sail time, exc. Horizon mylar sails, VHF, Signet digital knotlog, Plath compass, outboard. Fully equipped & perfect. \$26,500 or \$1,000 and T.O.P. (408) 354-9577.                                                                                 | <b>TREKKA SISTERSHIP</b><br>21-ft world cruiser. 2-trip N.Z. vet. Just refurbished to better than new condition. Fully equipped. Start your cruise in Hawaii this summer. \$8,500. Lee Brandon, 1164 Bishop #124, Honolulu, HI 96813. (808) 523-6315.                                    | <b>CATALINA 22, 1976'</b><br>Solid Bay sailer, excellent first boat, fixed keel, Pineapple sails, Ballena Bay berth. Evinrude 7.5 o.b. New bottom paint. Ready to go for 1986 season! \$5,300. (408) 739-1522; (408) 289-2207.                                                                                                                                                                                                  |
| <b>C&amp;C 35 MKI</b><br>Easy to handle, lively boat a pleasure to sail. New rigging one size larger. New mainsail & epoxy bottom. Eng. completely overhauled. Great cruising boat. Bristol cond. Easy terms, by original owner. \$44,000. Eves. (415) 235-0184/323-7013.                                                               | <b>HELP WANTED</b><br>Professional charter, experienced couple, skipper & cook/mate for large motorsailer. Must have extensive ocean crossing experience, 100-ton rating. Non-smokers, non-drinkers. References. (208) 336-7190.                                                         | <b>RANGER 26</b><br>1974, main, lapper, spinnaker, knotmeter, compass, depthfinder, 10 hp Honda, nice boat, must sell due to transfer. Call Keith, days (415) 894-2789.                                                                                                                                                                                                                                                         |
| <b>AUSSIE FOUL WEATHER GEAR</b><br>Importer Closes Out Two PVC/Nylon Lines.<br>Per suit, heavy weight: \$114.50. Light weight: \$72.00. Full coats: \$73.00.<br>For More Information:<br>Coonawarra Imports, 2415 1/2 Curtis, Berkeley, CA 94702. (415) 849-0779.                                                                       |                                                                                                                                                                                                                                                                                          |  <b>BOATWORKS — (415) 834-3990</b><br>Boat Washing — Waxing — Teakwork — Britework<br>Insured & Bonded — Free Estimates                                                                                                                                                                                                                     |
| <b>STEEL CRUISING BOATS</b><br>New: Folkes 39 cutter: \$64,900. 43' Brewer PH with round bilge and aft cabin: \$136,000.<br>\$42' Colvin "Gazelle" schooner: \$62,000. 36' PH cutter: \$55,000.<br>Used: Steel sailboats 30' to 52'.<br>BELLHAVEN MARINE, #9 Squalicum Mall, Bellingham, WA 98225. (206) 733-6636.                      |                                                                                                                                                                                                                                                                                          | <b>1969 NEW ZEALAND 37 — \$49,900</b><br>Fast, strong, capable cruiser; sistership has circumnav'd. She goes Swiftsure every year taking Cal 40's. 12 bags, km, ds, ws/sp, VHF, CB, safety gear. Barient's, cruising chute, tri-radial. External lead, Skeg hung rudder, Westerlake dsl. Prev. owner will tell all! We'll deliver. Robbie Robinson, Steve Guyer. Performance Sailing, Bellingham, WA. (206) 676-1340; 647-2628. |
| <b>OFFSHORE MEDICAL SEMINARS</b><br>Conducted by Dr. D.L. Hill, experienced instructor in Maritime Medicine — currently instructor at California Maritime Academy — former U.S. Navy physician — U.S. Coast Guard licensed ship's surgeon — small classes — personalized training.<br>(707) 745-3785. 801 E. 2nd St., Benicia, CA 94510 |                                                                                                                                                                                                                                                                                          | <b>THE CRUISING CONNECTION</b><br>A Cruising Service for People Who Sail the World.<br>Mail Forwarding and/or Bill Paying.<br>Write for details:<br>1290-D Maunakea St., Honolulu, HI 96712.                                                                                                                                                                                                                                    |



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| <p><b>"ATOLL"</b><br/>         Freya 39, hull no. 16. Rigged for singlehanded sailing or racing, vane gear, ap, 6 sails, 2 anchors, propane stove, h/c pressure water, shower, Yanmar 30 hp dsl, 2 dinghys, wind ins., km, 2 spd anchor windlass &amp; more. \$110,000. lv. msg. 456-1860.</p>                                                                                                                                        | <p><b>HANS CHRISTIAN 38</b><br/>         Excellent condition. Good electronics. Beautiful yacht for cruising, liveaboard or daysailing. It is ready to enjoy &amp; sail away. Call (415) 879-0579 eves/weekends. \$89,000.</p>                                                                                                                                                                                                     | <p><b>VINDO 35</b><br/>         35' Vindo, fiberglass, aft cabin, cutter. Volvo-Penta diesel. Quality spars, sails, complete. Needs interior wood work, must sacrifice project. \$20,000. (805) 528-0275.</p>                                                                                                                                                                                                                  |
| <p><b>'78 CATALINA 30-FT — OWNER TRANSFERRED</b><br/>         Haul &amp; survey July '85. Atomic 4, h/c press. water, refriger, propane gimbal stove/oven, main w/2 furling jibs, storm &amp; spinnaker/gear, ap, Loran C, SSB/CB, stereo, ds, km, ws, bat. chgr, Shorecord, dinghy, full cover. \$35,000. (415) 796-7373 M-Ths.</p>                                                                                                  | <p><b>VALIANT 40 PILOTHOUSE SLOOP</b><br/>         1981, dual steering stations, all instruments, all electronics, 2 queen-size berths, 1 double, shower stall with seat, 8 bags sails, 2-page equipment list. This yacht is in absolutely bristol condition. Ready to cruise the world or liveaboard in luxury. Replacement value \$235,000. For sale for \$150,000. For a deluxe ride call (408) 624-5367 or (619) 222-4743.</p> | <p><b>32-FT TRAVELLER</b><br/>         Double-ended cutter, USA built. Full keel, teak decks, Volvo 23 hp diesel, 6'+ headroom, liveaboard. Excellent condition. \$39,900. Call Sacramento (916) 381-8568.</p>                                                                                                                                                                                                                 |
| <p><b>"TRADEWINDS"</b><br/>         Orig. H-28, featured in Sea mag, July '82. 2 suits of sails, ap, vane gear, new mt., 3 anchors, recent survey, full boat cover, custom-built dinghy, new compass &amp; knotmeter. Ready to cruise or sail the Bay. \$19,500. lv. msg. 456-1860.</p>                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>RFD OCEAN LIFERAFT</b><br/>         4-man Sesava Mfg. England canopy model, CO2 cart, packed, in sealed valise 36"x12"x12". New '84. Never used &amp; DON EPIRB, 250 MI range, excellent value: \$1,250. (415) 435-0605.</p>                                                                                                                                                                                             |
| <p><b>SANTANA 20 W/TRAILER</b><br/>         Excellent condition! Must sell! Seagull, Porta-potti, 150 genoa, spinnaker (flown only 3 times) &amp; all gear. Fast and race ready, Marina Bay slip (Richmond). \$6,000 or best offer. Tim or Kim (916) 272-3137.</p>                                                                                                                                                                    | <p><b>CATALINA 30</b><br/>         Equipped. Reduced \$2,000. Asking \$31,000. Excellent condition. Call Judie, (415) 283-3837.</p>                                                                                                                                                                                                                                                                                                | <p><b>MUSICIANS</b><br/>         Songwriter with orig. songs wants serious musicians to form group — had chance to be staff writer. I'm 21 and also a sailor. Call me. I have some great songs. Carl (415) 924-8193.</p>                                                                                                                                                                                                       |
| <p><b>CREW POSITION WANTED</b><br/>         Female, 42, w/one year cruising experience in Caribbean seeking easy-going, non-smoking capt. bound for So. Pacific. Nurse, cook, deckhand who enjoys boat maintenance. Available June. Penny Holmes, 2835 Lakeshore Dr., Mandeville, LA 70448.</p>                                                                                                                                       | <p><b>ISLANDER 30 MKII</b><br/>         Exc. cond., well equipd, 11 sails, 9 winches, ws, wp, km, log, ds, VHF, EPIRB, safety &amp; cruising gear. YRA champ. See to appreciate. Sacrifice at \$25,000. (415) 772-0421 days; (415) 339-2694 eves.</p>                                                                                                                                                                              | <p><b>WOULD LIKE TO RENT FURNISHED SAUSALITO HOUSEBOAT</b><br/>         For 2-3 weeks, beginning about April 19. Parents visiting while I recover from surgery. We all must avoid stairs. Phone, days 777-7920 ask for Lynn; eves 928-7104, leave message.</p>                                                                                                                                                                 |
| <p><b>CATALINA 22</b><br/>         Swing keel w/trailer. Marine head, camp stove, galley, auto tiller, 6 hp Evinrude &amp; many more accessories. Very clean &amp; in excellent condition. 1975. \$5,200. (408) 462-6983.</p>                                                                                                                                                                                                         | <p><b>27-FT COLUMBIA 8.3</b><br/>         1977. New cond. Alan Payne design wide body super cruising. Atomic 4, low hours, teak interior, very clean, VHF, ds, custom teak hatch, well equipped, 2 headsails, dual batteries, new head, consider trade/offer. Asking \$22,500. (415) 865-5259.</p>                                                                                                                                 | <p><b>MONTEREY PARTNERSHIP</b><br/>         Ericson 26' on mooring at Monterey harbor. Very inexpensive to maintain. No monthly fees. 5,000 for 1/3 interest or best offer. Possible financing with 1/2 down &amp; payments of 222.13 for one year. Call (408) 384-2664 or (408) 449-2974.</p>                                                                                                                                 |
| <p><b>31-FT SAILBOAT MOLD</b><br/>         With sleek hull design, makes beautiful sloop, yawl or ketch. \$750 or offer. Call 352-8938.</p>                                                                                                                                                                                                                                                                                           | <p><b>CS 36 — PARTNERSHIP — 1/2 INTEREST</b><br/>         CS 36' sloop, 1979 Canadian built performance cruiser. Westerbeke 40 diesel, North sails, teak interior, km/log, wind-point/speed, VHF, stereo, pressure h/c water, all in excellent condition. Sausalito berth. Current sole owner with heavy travel schedule seeking responsible partner. \$9,000 equity. \$475/mo. berth and loan. Call 453-8721.</p>                 | <p><b>CAL 20</b><br/>         Great shape, recent bottom paint &amp; marine survey, Honda 75 o.b., knotmeter &amp; compass, Richmond Marina, perfect for Bay winds. \$2,400. Tel. 924-8408 evenings.</p>                                                                                                                                                                                                                       |
| <p><b>CATALINA 36-FT</b><br/>         Larsen sails, covers, dodger, all blue. Oversize self-tailing winches. Horizon depth/km. Horizon VHF. Cruising design, roller furler. Spinnaker pole. Sacrifice at \$54,000/B.O. (408) 354-6576; (408) 462-3813; (408) 476-1314.</p>                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>CHEDY LEE — OFFSHORE 27-FT</b><br/>         Beautifully built in f/g &amp; teakwood to the highest Lloyds specs. Volvo diesel, spray dodger, RVG self-steering, &amp; much more. A sturdy, comfortable &amp; proven bluewater sailor, in excellent condition. \$24,900. (408) 379-5449.</p>                                                                                                                              |
| <p><b>WANTED: 26'-30' SLOOP</b><br/>         Looking for offshore cruiser in top condition (i.e. Bristol 27 or 29, Dufour 27, Triton, Cheoy Lee Offshore, Columbia 29 MKI). \$25K max. Greg Eiche, 750 Sylvan Ave. #60, Mountain View, CA 94041.</p>                                                                                                                                                                                  | <p><b>ROWING SHELL</b><br/>         Martin Trainer, with oars and cover. Excellent condition. 332-7854. \$1,250.</p>                                                                                                                                                                                                                                                                                                               | <p><b>BIG 28-FT ENGLISH SLOOP</b><br/>         Price slashed to sell. Strong f/g Atlantic/Pacific vet. Dsl, age 12, modified full keel, windlass/chain. Divorce sacrifice. Emeryville. Compare to Orion 27, H28, NorSea, Bristol, but only 16K. Needs minor repair work. Hurry. Jim (415) 865-8285.</p>                                                                                                                        |
| <p><b>QUICK SAIL</b><br/>         1977. Payne 9.6. Sleek, stiff 32' racer/cruiser features luxurious teak interior, h/c pressure water w/shower, Electrasan head, Volvo dsl. 5 bags Pineapples, 7 winches, electronics. Loaded w/gear. Berkeley berth. \$31,750. (415) 490-7678 aft. 6 p.m.</p>                                                                                                                                       | <p><b>FRESH-WATER CATALINA 25</b><br/>         Swing keel, Pop-top, trad. int. Evinrude o.b., Larson 150, Pineapple 100 self-tending, 110 jib, main, stainless lns winches, full galley, depthfinder, etc. E-Z Loader trailer. Very good condition. \$13,850. (209) 522-6240 eves/weekends.</p>                                                                                                                                    | <p><b>1972 COLUMBIA 30</b><br/>         Excellent condition, LPU paint, 3 jibs, Barients, rebuilt Atomic 4, shower, AC refer, new teak hatches w/covers. Great liveaboard. \$21,000/B.O. or trade. (408) 739-1660 home; (408) 752-3003 work, Bruce.</p>                                                                                                                                                                        |
| <p><b>PARTNERSHIP CAL 2-24</b><br/>         Good way to start out. Fast boat, berthed at Oyster Pt. Cove, So. San Francisco. 3 jibs, spinnaker, bottom work done last summer. \$2,000. Call Janice (408) 988-3545 days.</p>                                                                                                                                                                                                           | <p><b>WANTED 7-8 FOOT CAT DINGHY</b><br/>         Fiberglass 8-ft max, minimum 43 in net inside width. Mast/sail not required. Buy or trade 9½-ft dinghy with mast/sail. Pier 39 slip F-19, ZIG ZAG. (415) 421-0954.</p>                                                                                                                                                                                                           | <p><b>CAL 20</b><br/>         Very well maintained, Coyote Point berth, new rudder, SS keel bolts and standing rigging 1984, 6 hp Johnson, North and Pineapple sails, much more, hauled 8/85. \$3,950. (408) 867-0384 evenings.</p>                                                                                                                                                                                            |
| <p><b>CATALINA 27-FT</b><br/>         1975. Atomic 4 engine. Many extras, immaculate, available berth. I do not think you will honestly find a nicer 27' anywhere around. \$15,900. Days (408) 996-5280; (408) 737-1119 eves.</p>                                                                                                                                                                                                     | <p><b>TRAILER WANTED</b><br/>         Tandem axle with surge brakes suitable for hauling a Ranger 23. Please call Susan 834-3464, leave message.</p>                                                                                                                                                                                                                                                                               | <p><b>CRUISING CATAMARAN</b><br/>         34'x18'. Built 1980 of West epoxy/fir/ply/glass. Side by side unstayed junk rig. Very successful. Has cruised 6 years with family of 4 from Ketchikan to Cabo. Low upkeep, easy handling, seaworthy. \$25,000. (415) 331-2910.</p>                                                                                                                                                   |
| <p><b>MARITIME ATTORNEY</b><br/>         Resolving Warranty, purchase/sale charter, construction, repair, collision, injury and lien problems for over 21 years. Practical experience counts; Over 37 years of Bay/ocean racing and cruising! William E. Vaughan, Esq., 17 Embarcadero Cove, Oakland. (415) 532-1786.</p>                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>SANTA BARBARA CHANNEL ISLANDS</b><br/>         Join John and Randi Sanger aboard their Valiant 40 <i>Grebe</i> — back from travels in Mexico and Hawaii. Eighth season of instructional/vacation cruises — 3, 4, 5 and 7 day. Brochure: EDUCATIONAL CRUISING, P.O. Box 1165, Santa Barbara, CA 93102. (805) 957-4700</p>                                                                                                 |
| <p><b>TAYANA 37 CUTTER — 1981</b><br/>         Equipped for living aboard &amp; cruising &amp; maintained in boat show condition, this Tayana 37 has just been made available for sale. She is truly ready to go, located here in San Francisco Bay &amp; available for inspection by appointment. Contact: Bill Stennis at (415) 232-7778 for more information. TATOOSH MARINE, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>PANDA 40 CUTTER — 1982</b><br/>         This Panda 40 has got to be the most well-equipped yacht on the Bay including such items as her 24-mile Furuno radar &amp; Loran C to her sailing dinghy. Deluxe accommodations make being on board for long periods of time a real pleasure. Contact: Bill Stennis at (415) 232-7778 for more information. TATOOSH MARINE, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801.</p> |
| <p><b>RICK'S BOTTOM SERVICE</b><br/>         One time or monthly, in the water hull cleaning &amp; inspection. NAUI certified diver. Reasonable rates. Call Rick Davies at 332-8365, message phone.</p>                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p><b>GLOBAL DELIVERY</b><br/>         USCG Licensed Captain &amp; crew. Local/Long Distance Complete Outfitting (415) 485-0351<br/>         Experienced Power/Sail Private/Chartered Boatyard liaison/Qualified shipwright 41 Harbor St., San Rafael, CA 94901</p>                                                                                                                                                            |



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| <b>CATALINA 22</b><br>Exc. cond., swing keel, pop-top, trailer, boat cover, 3 sails, new mast, life lines & rails, VHF, stereo. 6 hrs Evinrude, new cushions. Great Bay & Delta sailor. Trail to Tahoe or Baja. \$6,300.<br>Call Greg (415) 930-9729, leave message.            | <b>\$1,500/DOWN — \$170/MONTH</b><br>26' International Folkboat. Strong f/g hull. Aluminum spars. Well-made, coastal & bay cruiser. Full keel, 4 berths. 16 hours lessons included. Upwind Berkeley berth. \$15,000 value. Must sell. \$12,950.<br>(415) 837-1399.                                                                                                                                                                        | <b>RANGER 23</b><br>Enjoy proven racer/cruiser w/large fleet. \$9,800. This price includes good sail inventory, Lewmar winches. 6 hp o.b. and trailer.<br>(415) 432-2448.                                                                                                                                                                                              |
| <b>1973 CONTESSA 26</b><br>Sturdy f/g full keel sloop. English designed for North Sea. Double reef main, 4 headsails, spinnaker, 7 hp gas i.b., VHF, Lewmar winches, more. For photos & complete info package. (408) 649-8000 days; (408) 624-7643 eves. Judd. \$17,500/OBO.    | <b>A PLACE IN THE SUN</b><br>Madeira Beach YC Condos near St. Petersburg. From your door fish or sail Boca Ciega Bay, or the Intercoastal 1 mile to the Gulf. Swim in heated pools, or go 300 yards to the beach. Adjacent to plaza, library, lighted tennis courts, jogging trails. Rent, lease, or buy one bedroom: 69K; three bedroom: 139K. Dock available. Property management available.<br>Tom (408) 353-1665; Gil (813) 391-3607. | <b>WOODIES!</b><br>Lady sailor, former woodie owner, seeks Master Mariners type traditional woodie, gaff or marconi, for sailing S.F. Bay. Willing to help with maintenance for congenial, non-smoking owner(s). Prospective purchaser if boat is for sale.<br>(415) 387-7995.                                                                                         |
| <b>ETCHELLS 22</b><br>Ready to race. Winning history. Latest sails. Trailer. Many extras. \$10,900 cash or owner will finance with \$3,950 down and \$200/month.<br>Call (415) 548-4159; (415) 547-0685.                                                                        | <b>1980 CATALINA 30</b><br>Excellent condition, well equipped.<br>\$31,900.<br>(415) 572-0158 evenings & weekends.                                                                                                                                                                                                                                                                                                                        | <b>1980 CATALINA 30</b><br>Excellent condition, well equipped.<br>\$31,900.<br>(415) 572-0158 evenings & weekends.                                                                                                                                                                                                                                                     |
| <b>BEAUTIFUL 1934 RHODES CUTTER</b><br>28' LDD, new keel bolts & refastened 1983. Mexico 1984.<br>\$9,800.<br>(619) 295-3752 days.                                                                                                                                              | <b>22-FT PEARSON</b><br>Fiberglass, built solid. Great shape. Fun to sail. Perfect weekend Bay boat. 5 hp o.b., new standing rigging. Berkeley upwind berth. I am ready to sell it. \$4,000 or best offer.<br>Call Steve, nights & weekends (415) 357-8297.                                                                                                                                                                               | <b>COLUMBIA 36</b><br>\$37,500. 1968 f/g sloop, fin keel, diesel, windvane, autopilot, wheel steering, shower, refrigerator, VHF, propane stove/oven, much more. Easily singlehanded. 2-boat owner.<br>Call Ted, M-F, days (415) 326-1430.                                                                                                                             |
| <b>VALIANT 40, 1976</b><br>This bluewater cutter is equipped for cruising. Perkins diesel, 4 sails, spinnaker, pressure h/c, knot/log, wind instruments, Loran, dodger, windvane, liferaft, ham & shortwave radios, dinghy, more. Recent survey. \$90,000. (408) 678-1220 eves. | <b>SELL/TRADE</b><br>New 10' Melody (big sister to El Toro), re-rigged to 80 sq. ft. sloop. White w/bright mahogany parts. New bronze s.s. fittings, sails, oars, trailer. Trade for: 18' Mercury fixer-upper & cash, or \$1,495.<br>582-0220.                                                                                                                                                                                            | <b>BROKER/SALESPERSON WANTED</b><br>Alameda based sailboat dealer needs broker or experienced sales professional to run brokerage side of business. Prime waterfront location in high traffic area.<br>Call Tom (415) 521-9222.                                                                                                                                        |
| <b>RANGER 23</b><br>Avanti. Sail No. 6414. Bristol cond., 1 owner, race rigged, 4 North sails, 5 Barent winches, 6 hp motor, km, compass, new boom & more. \$10,500. Call Sy Gold (916) 752-2844 days; or (916) 753-2001 evenings.                                              | <b>1977 PACIFIC SEACRAFT 25</b><br>Full keeled, double-ender w/i.b. diesel. Bronze hardware, teak interior, self-contained head. Full galley, VHF, knotmeter, depth-sounder. Owner relocating & anxious. (415) 671-9518 lv. msg.                                                                                                                                                                                                          | <b>COLUMBIA 26 MKII</b><br>Sturdy, comfortable coastal cruiser. Extensive inventory includes i.b. dsl, autopilot, safety equipment. Owner moving to larger boat. Will deliver in Northern California. \$11,000/OBO. Berthed Santa Cruz. Tony, eves (408) 429-8983; 724-5611 days.                                                                                      |
| <b>ODYSSEY 30</b><br>Excellent condition, new bottom, stalocks, rigging boom o.b. Magnovox SatNav or EPIRB liferaft, ds, radio, Avon. 50 amp Alt Atomic 4. Atoms vane, Autohelm 2000, 11 sails, primo interior. \$38,000/offers.<br>Jean Ferris (808) 845-7738 Honolulu.        | <b>HAVE FOULIES — GOTTA SAIL!</b><br>Capable crew seeks competent considerate skipper with nice boat for racing and/or cruising on local waters. Eager to improve skills in nav., spinnaker flying, boat maint., gimballing cooking. Prefer single good-natured man 35-50. Cathy (415) 845-1833.                                                                                                                                          | <b>12.5 KW KOHLER GENERATOR: \$4,500</b><br>Perkins diesel, never used.<br>Perkins 4-108 '0' hours: \$2,500.<br>Perkins 4-154 '0' hours: \$2,750.<br>(916) 451-4256.                                                                                                                                                                                                   |
| <b>CAL 25</b><br>Joint Venture, '82 class champ. 1968. Race/cruise ready. Mahogany interior. 7 sails, kerosene stove, km, compass, icebox. Stainless water tank. Bilge pump. Cockpit cushions. 6 hp Evinrude. Berkeley slip. \$8,500.<br>Call 428-2918.                         | <b>SANTANA 22</b><br>Berkeley.<br>1/2 Interest, \$2,600.<br>Bruce 886-6897 evenings.                                                                                                                                                                                                                                                                                                                                                      | <b>MCGREGOR 25</b><br>Trailer cruiser. Working sails plus roller furling jib. Cabin and running lights. Head and galley. 6 hp Evinrude. Cockpit cushions. Self-steering vane. New paint and varnish.<br>\$5,700/offer.<br>(408) 266-5573.                                                                                                                              |
| <b>1978 RANGER 33</b><br>Beautiful, fast, classic Gary Mull design. The absolute best balance for speed & cruising comfort. Exc. cond. Full sail & instrument inventory. Pressure water, Electro-san head, charger, whl steering. Coyote Pt. berth. \$41,500. (408) 729-0310.   | <b>22-FT COLUMBIA SAILBOAT</b><br>F/g, 1970. Good beginner. Excel. shape, lots of room, sleeps 4, propane campstove, sink, icebox, Porta-potti, new cruise spinnaker, 1970 6 hp Johnson. Berthed at San Leandro Marina. \$68/mo. — \$5,000.<br>(415) 581-0766 leave message.                                                                                                                                                              | <b>COLUMBIA CHALLENGER</b><br>24' San Francisco berth. Mercury outboard.<br>\$5,500.<br>(415) 841-2389 or (415) 525-0628.                                                                                                                                                                                                                                              |
| <b>HELP WANTED</b><br>Monterey Bay's finest full service sailing school is seeking qualified instructors and licensed skippers for the coming season. Submit resume to: The Sailing Set, Inc., 413 Lake Ave., Santa Cruz, CA 95062.                                             | <b>INTERNATIONAL FOLKBOATR</b><br>26'. Great condition & ready for cruising. Navik, full electronics, Avon, spinnaker, new dodger & sail covers, rigged for short-handed sailing. \$13,000.<br>(415) 528-2288.                                                                                                                                                                                                                            | <b>30-FT RANGER</b><br>1977 sloop. Gary Mull design. 7 sails including spinnaker, Signet cockpit gauges, diesel, wheel. 34K.<br>Hans (916) 753-6121.                                                                                                                                                                                                                   |
| <b>2 POSITIONS OFFERED</b><br>New canvas and upholstery shop in developing marina in need of canvas-fabric fitter and seamstress. Call for appointment. (707) 778-7073. If no answer, please leave message.                                                                     | <b>CLASSIC ALDEN 29' SLOOP</b><br>A real headturner, teak deck/soles. A sound heavy cruiser built 1946 by Hinckley now 99% prof. restored. \$28,000 invested. Grey gas, basic equip, full cover. Anxious owner asking \$18,500. Mike 557-5937 work; 930-7408 eves.                                                                                                                                                                        | <b>GEAR NEEDED</b><br>Stove, 3-burner, oven, broiler; either Shipmate or Mariner. Sextant, Tamaya or Plath. Anchor winch, electric, all bronze or all stainless, motor below deck. Safety harnesses. Bosuns chair.<br>(415) 728-5628.                                                                                                                                  |
| <b>BALBOA 26 W/TRAILER</b><br>Fast, dry, comfortable sloop in first-class condition, sleeps 5, new Johnson Sailmaster o.b., VHF radio, 5 sails, jib furling, fore & aft anchors & rode, 2 batteries, extras. \$9,950.<br>(415) 493-4619.                                        | <b>ERICSON 30</b><br>Well equipped, bristol condition.<br>\$25,000.<br>325-5400.                                                                                                                                                                                                                                                                                                                                                          | <b>FOR SALE</b><br>RVG self-steering vane for boats 28-39', up to 20,000-lbs displ. Excellent condition.<br>\$750. (New \$1,300)<br>Oakland (415) 763-3804.                                                                                                                                                                                                            |
| <b>MAIL SERVICE FOR PACIFIC CRUISERS</b><br>Let us be your address while you travel!<br>Our only business is getting your mail to you when and where you want it! Satisfaction guaranteed — of course.<br>Pacific Mail Room, P.O. Box 134, Kula, HI 96790. (808) 878-6096.      |                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>The Journeymen</b><br>• Complete Mobile Shop •<br>The Comprehensive Yacht Service at a Substantial Savings.<br>(415) 461-5487 FREE ESTIMATES<br>• Prop & Shaft Work<br>• Mechanical Repairs<br>• Hull Graphics<br>• Interior Design & Repair<br>• Bottom Scrubbing & Waxing                                                                                         |
|  <b>READY OUTBOARD SHOP</b><br>245 GATE 5 ROAD, SAUSALITO<br>NEW AND USED MOTORS<br>Inflatable Dinghies and Tenders<br>9 to 5 (415) 332-5233                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>CHART PORTFOLIO SERVICES</b><br>Chart Reproductions & Cruising Guides, covering entire Pacific Coast thru Panama, Caribbean, French Polynesia, Hawaii, New Zealand, etc. Guaranteed satisfaction for 1/5 original cost! Sample chart \$2, free Portfolio Index. Bankcards welcome.<br>MAHINA CRUISING SERVICES, Box 800-L, Friday Harbor, WA 98250. (206) 378-2393. |
| <b>NOR-CAL COMPASS ADJUSTING</b><br>Magneuto™ System Exclusively<br>1. Boat Remains in Berth. 2. Owner's Presence Not Necessary.<br>3. Eliminate Deviation.<br>Dick Loomis (415) 453-3923 days or eves.                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>WARREN R. CUSHMAN</b><br>MARINE SURVEYOR<br>Surveys • Marine Consultant • All Vessels<br>40 years experience.<br>(415) 924-8630.                                                                                                                                                                                                                                    |



**BEAR NO. 46 YOGI**

11 bags of sails refastened 6/82, new running rigging, custom boom, beautiful to see and sail, Harkin blocks, Shaffer traveler, knotmeter/log, compass, new cushions, interior paint & cabinets.  
552-5580 weekdays; 585-2291 evenings.

**26-FT THUNDERBIRD SLOOP**

Excellent first sailboat. Clean, well maintained, 4 sails, new Mercury 4.5 LS outboard, marine radio, depthsounder, knotmeter, ice box, dinette, etc. Sleeps 4. \$4,900.  
(408) 462-0369; 462-0437.

**CATALINA 27**

This is the boat you've been looking for! Expertly maintained, well-equip't, new sails, rigging, interior, exc. cond. A pleasure to own & sail. Priced below appraisal. \$16,500. Sausalito berth. Call now, let's deal.  
Dave 383-7537.

**1/3 INTEREST — CATALINA 30**

Santa Cruz slip A-8. Two other partners, Sacramento & Fresno. VHF, Fathometer, Hood furling jibs: 80%, 130% & 180%. Call Lloyd days (408) 429-8880; eves (408) 427-2208.  
\$11,500.

**CRUISING GEAR**

Avon 4-man liferaft w/full E-pack surv. kit, in valise, cert: \$1,100. 2 Westsail 32 jib sails (Yankee): \$150 each.  
331-1303 eves & weekends.

**FOR SALE — 41-FT CHEOY LEE KETCH**

Loran C, 50 channel VHF, EPIRB, Avon 6-man liferaft with pack in cannister, 8' Avon Redcrest, ws, wp and knots, four 2-speed sheet winches, 7 single speed winches, low hours, Perkins 4-108 fwc diesel, 6 sails including spinnaker, complete spinnaker gear, full Cheoy Lee custom interior, 30 amp mariner charger, ensolite cockpit cushions, CNG ss stove with oven, all galley equipment, stereo. Much more gear and equipment (3 pages). For more information and inspection call days: (415) 221-8282; eves. (415) 383-4217, lv. msg. \$102,000.

**FIBERGLASS EL TORO FOR SALE**

Fairly good condition. Sail, rudder, no mast or boom.  
Asking only \$300. Price firm.  
Eves. (415) 922-1941.

**SAILBOAT — CATALINA 22-FT**

Swing keel w/trailer. Honda o.b. Many extras. Clean.  
\$5,500.  
(707) 996-7509 aft. 6 p.m.

**YOUNG CLASSIC WOODEN LAOY**

Stout liveaboard/transoceanic cruiser for sail. 40-ft classic design woodhulled ketch. Still a teenager. Diesel, sleeps 6, autohelm, VHF, depth/knotmeters, dinghy, complete galley, fridge, pressure/hot water, shower. 55K or nearest.  
Andrew (408) 257-7715.

**O'GAY 25**

Fast comfortable Bay boat, sloop rig, 3800-lb displ., & 1775-lb keel wt. List of improvements & extras includes 9.9 o.b. w/elec. start & i.b. Cts., km, ds, Autohelm, main & jib w/dbl Jiffy reef, 150% genoa & more. \$14,500. Call (408) 269-4434 eves.

**MORGAN 27**

Great family boat for racing or cruising. Safe, seaworthy & comfortable. Excellent condition, well equipped & perfectly rigged. You must see & then make offer.  
Evenings (408) 354-4729 or (415) 521-0558.

**J/24 — PRICE REDUCED**

Good clean boat and gear. Trailrite trailer, full set class sails, Evinrude o.b., safety equipment. \$9,900/B.O.  
Call (408) 248-8522 evenings.

**SANTANA 22**

Good condition. 5 hp o.b. 2 sets sails.  
Sausalito slip.  
\$3,900.  
John 453-7432.

**29'6" = \$21,500 NO DOWN POSSIBLE**

This 1979 Buccaneer 295 is an outstanding cruiser (the teak cabin is wide with 6' headroom) and a racer that has done well in IYC, Metro YC midwinter and YRA racing (PHRF 168). New bottom paint, 2 spinnakers, 4 jibs, marine head, Inboard Volvo diesel and much more.  
(415) 489-9595 Bob, Linda or message recorder.

**WANTED**

Liferaft, 6 or 8 man, double floor. Single sideband radio, Weatherfax, satellite navigator.  
Call 965-0176 evenings.

**SAN JUAN 24 PARTNERSHIP**

Great Bay cruiser/racer. Extensive equipment list, well maintained mini-yacht. Brickyard berth. 1/3 partnership. \$2,000 or offers, \$100/month.  
(415) 493-2499.

**VENTURE 22 W/TRAILER**

Very clean, easy sailing boat. Pleasant family cruising w/many lake, Delta & Bay fleet outings. Brand new 7.5 hp o.b., 150% genoa, working jib, reefing main, stove, sink, water system, Port-potil. \$5,000. Days (408) 981-9441; eves (415) 341-0250.

**COLUMBIA 39**

1971. Super condition, roomy liveaboard, great cruiser & sailer. 11 sails, refrig., stove/oven, dinette, sleeps 7. Depthfinder, SS radio, Atomic 4 100 hrs., hauled 6/85. Boomvang, anchors & much more. \$54,000. Call (916) 268-1508; (415) 487-8955.

**CREW POSITION WANTED**

Engineer/instructor ready for cruise to So. Pacific beginning June. Experienced in offshore cruising, thorough knowledge of boats & nav. Former owner/builder of 37' sloop. Celest. nav., diver. Refs. Pay own expenses.  
Ken (408) 427-3026.

**MOORE 24**

With trailer.  
\$12,500.  
(408) 475-0239.

**AFFORDABLE PARTNERSHIP**

27' Ericson. Looking for new 3rd skipper. Excellent condition. For only \$2,600 plus \$160/month covers all expenses. Richmond Marina berth.  
Todd (408) 241-3559.

**WOODEN ALOEN YAWL**

Shoal draft, full keel, heavily constructed. 38' LOA, 32' LOD, 10 1/2' beam, 3 1/2' draft. Needs interior and owner who is not moving to east coast. \$8,500, possible terms. (415) 361-8080.

**OLSON 30**

Speedster in excellent condition with 9 bags of sails, new Johnson o.t., VHF, km, compass, RDF, battery charger, man overboard pole, ground tackle, float cushions, & new bottom paint. \$25,000/offers.  
(415) 522-5900.

**82 CATALINA 25**

Fixed keel, tall rig, trailer, outboard, 3 jibs, new spinnaker, knotlog, depth, compass, lines led aft, loads of extras, beautiful boat! \$17,900 or trade for Capri 25.  
(707) 994-5869.

**CAL 27**

'71 Pop-top (6'6" standing w/top up & high performance sailing w/top down). Go fast equipment Incl: lt-wt i.b., folding Martec prop, new mainsail & cover, 4 North headsails & spinnaker, dual racing compasses, Signet km, 2 Barient 2-speed 21's & 4-10H's, adj. backstay, vang, mid-boom traveler & cunningham, bow pulpit & lifelines. Beautiful mahog. int., 5 berths, VHF & battery charger. Scenic Coyote Pt. Marina end-tie w/phone. A well maintained boat reduced \$2,000. Now \$14,000.  
Bill (415) 726-4084 work.

**CREW**

Neat trim, salty, liveaboard skipper w/beautiful, well equip't 42' cutter. Long terms plans for cruising the world. Wants to meet non-smoking, neat, trim lady w/zest for life, who would like to become permanent 1st mate.  
(415) 583-2051.

**LOST!!!**

Dinghy named *Also Too*. 10'6" fiberglass rowing dinghy. Lost Sunday, 3/9 at Bay Bridge. Reward offered. (415) 583-2051.

**HOME FOR SAIL**

Looking for f/g full keel cruiser in good condition. Trade: home, 2 bedroom, 1 bath, large redwood deck, hot tub, well, 20x40 garage, 40-ft carport, redwood grove and creek on 1.85 acres, new Occidental, Sonoma County. No flooding. Appraised \$140K with \$76K mortgage.  
(707) 865-2739, 5-9 p.m.

**READS SAILMAKER**

Sewing Machine.  
\$350.  
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Call Capt. Jack (916) 678-9557  
Specify Sail or Power.



|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>VOLVO PENTA MD-2</b><br>1450 hours, Bosch starter-gen., new fresh water & saltwater pumps & voltage reg., 3 blade 13LH10 & 2 blade 14LH11, monel shaft 7/8"x23 1/4", Sendure heat exch., flex coupling, compression 345 & 350. All or part. Offer. (415) 254-5468..                                                                                                                                                                                                                   | <b>FOR SALE: CAL 2-30</b><br>1/3 share, San Francisco Marina berth, fully equipped. \$2,500 plus \$200/month. Kurt at 339-2646 or 986-8041.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>WELL 34 KETCH</b><br>No. 5 Burma teak planked o/oak frames w/copper rivets. Rebuilt Perkins 4-107, 8 sails, full cruising inventory, sleeps 6. Fast, comfortable, beautiful, a proven world cruising yacht. (415) 663-8280.                                                                                                                                                                                                                                                                                                 |
| <b>FAMOUS 32-FT ISLANDER STARBOARD HILLER</b><br>Custom built for cruising. Featured in Time/Life Offshore as example of perfect small cruising boat. Extensive equipment inventory incl: 7 sails, solar panels, Honda gen., liferaft. Creative financing or lease/purchase available. \$35,000. 453-2420.                                                                                                                                                                               | <b>\$500 FINDERS FEE</b><br>For putting me in touch with the person who buys my boat at fair market value (about \$10K). O'Day 23 with many extras including E-Z Loader trailer. (408) 268-3794.                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>LOVE TO SAIL BUT MUST AVOID SUN?</b><br>Elegant sun dodger on Santana 27. Provides full cockpit headroom under sail, and it's still fast and a delight to sail. \$12,500 includes 10 hp electric start outboard. Much more. (415) 856-9146.                                                                                                                                                                                                                                                                                 |
| <b>26-FT REINELL SLDOP W/TRAILER</b><br>1975, sleeps 5, full galley, dinette, head/vanity sink, 25 hp OMC thru-hull, km, dm, cockpit cushions, dodger, club jib, genoa. Stores on 2 axle E-Z Loader. Will include '73 Eldorado Cadillac. \$9,500. 456-7252.                                                                                                                                                                                                                              | <b>NEED A YACHT CLUB?</b><br>Cal Sailing Club is open to the public. We are a member club of YRA, SYRA & SBRA. \$45 annual racing membership makes you eligible for racing, and helps support our very low-cost public sailing program. Mail to: Cal Sailing Club, 3rd floor Eshleman Hall, U.C. Berkeley 94720. Visit us at our dock on the south side of the Berkeley Marina or call 527-7245 for more info.                                                                                                                                                                                                                            | <b>HANS CHRISTIAN 43 PARTNERSHIP</b><br>Seeking partner for 1/4 interest in 51-foot cutter. \$10,000 plus \$425 per month covers all expense for 1/4 interest. Sausalito location. 332-4722 or 388-5321.                                                                                                                                                                                                                                                                                                                       |
| <b>LET US HELP</b><br>Responsible young couple willing to do maintenance, pay dock fees, or whatever it takes to get some sailing time on 30+ boat. He's experienced bluewater skipper and past liveaboard. Eves (415) 421-5481; days (415) 777-3366, Charles.                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>VENTURE 23</b><br>Swing keel, pop-top, trailer, o.b., depth, knotmeter, VHF, stereo. \$4,500/B.O. 383-4970.                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>LEGACY</b><br>1976, 30' custom cold-molded Wylie design. Westerbeke diesel, new 3/4 oz. spinnaker, new full boat cover, sheet bags & jib sheets. \$25,500. 832-6563.                                                                                                                                                                                                                                                                                                                  | <b>ISLANDER 30 MKII</b><br>1972. Loaded with gear. This boat has everything for racing & cruising. 8 bags of sails, VHF, knotmeter, stereo-tapedeck, etc. \$24,500 or sell 1/2. 332-0865.                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <b>CAL 25</b><br>Fast and roomy. 7 sails, possible Honda outboard. Priced for quick sale at \$6,000. John 482-3182; Cynthia 548-1631.                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>FEMALE 24 — WOULD LIKE TO CREW</b><br>To Hawaii or Alaska. You teach, I'll work hard. Serious calls only. 9 a.m.-9 p.m. (408) 746-2770, Eva.                                                                                                                                                                                                                                                                                                                                          | <b>WOOD FOLKBOAT</b><br>Ready to sail, needs cosmetic work. For details or to see call 431-1182 eves. Asking \$2,500.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>BRISTOL CORSAIR</b><br>25-ft full keel sloop. Perfect Bay/Delta cruising sailboat. Standing headroom, full galley, sleeps 5. Fully equipped & ready to sail away. This boat must be sold. Originally asking \$15,000. Reduced to \$12,000. Financing available. (415) 875-7491.                                                                                                                                                                                                                                             |
| <b>SYMBIONT — FUJI 35</b><br>\$65,000.<br>Featured in many magazines and a proven Baja vet, Bob Duke's fiberglass cutter is offered at her 1981 purchase price. Includes \$30,000 worth of major modifications and added equipment in 1984: Murry bottom action winches, Plath windlass, autopilot, windvane, refrigeration, canvas, new running rigging, and tons more. 1986 LP paint and fresh bottom. Ready for the world. POB 3082, Newport Beach, CA 92663. (714) 631-6332. Offers. | <b>FARR 37</b><br>Bruce Farr designed New Zealand built racer/cruiser. This recently proven Pacific cruiser has 8 sails, windvane, dinghy, and 6-man liferaft included in its full cruising inventory. Excellent condition. \$61,000. (415) 332-2149.                                                                                                                                                                                                                                                                                                                                                                                     | <b>HANS CHRISTIAN 38 — 1980</b><br>Custom Mark II, two staterooms, windvane, Combl instruments, alarms, RDF, standard Horizon VHF, 10 gal. hot water, Sony stereo. Excellent condition. Must sell, to good home only. 97K or best offer. Call Glenn (213) 827-7362.                                                                                                                                                                                                                                                            |
| <b>SEAQUEST 26-FT SLOOP</b><br>Very clean, new bottom paint, 6 hp outboard, depthfinder, galley, sleeps 5, San Rafael berth. \$7,800/B.O. Work (415) 454-5422; Marc (707) 765-0317; Bill (415) 492-1582.                                                                                                                                                                                                                                                                                 | <b>LADIES — WORLD CRUISE</b><br>Well-off w/m, 30, will take International class sailboat on world cruise for 2 years 86-87. Seeks 18-35 foxy, intelligent, personable, and sexually outgoing ladies as companions and crew. All expenses paid including allowance, clothes, annual return trips home, including assistance with passports, physicals and medical/dental. Four, six-month legs planned; Caribbean, Mediterranean, Indonesia and Australia-Hawaii. Excursions to London, Paris, Amsterdam, Rome, Greek Islands, Bahamas, Tahiti. Bring your girlfriend. Send letter and picture: Alan Dohner, Box 8101-1100, SLO, CA 93409. | <b>WESTSAIL 32</b><br>Flush deck style, one piece hull, has made 2 offshore passages. Needs lots of work. No motor. Very roomy, strong & seaworthy. Slow but steady, comfortable cruising or liveaboard. \$15,950/offer. John (415) 376-4706 evenings.                                                                                                                                                                                                                                                                         |
| <b>COLUMBIA 29 No. 127</b><br>This boat is the best on S.F. Bay. Lt. blue LPU paint on hull w/white topsides, custom teak toeralls, new mahogany hatches, Barient winches, new cushions, Atomic 4 replaced in 1979, VHF marine radio and much more. A fast and dry Sparkman-Stephens design. A joy to sail, Bay and offshore. Owners can help finance. Sausalito slip available. \$16,500. (415) 237-9057 days, Chris.                                                                   | <b>SALESPERSON WANTED</b><br>Kensington Yacht and Ship Brokers of Sausalito opens its new office at the Berkeley Marine Center, April 15. We need a sharp energetic salesperson, full or part time. (415) 332-1707.                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>AMERICAN MARINE 35' AFT CABIN SLOOP \$35,000!</b><br>S.F. Marina Green Berth. Replacement value \$110,000-new survey. Immac. quality vessel. Rich Burmese teak int. Inlaid parquet cabin sole. Fireplace. Sleeps 5 (2 berths in aft cabin). Covered center cockpit. Teak decks. Westerbeke 4-107 dsl, ap, new VHF Maxi radio, 7 sails from Mexico passages. Easy to sail into downwind berth. Parking. Water, power, security, phone, showers, view of Gate Bridge/Sausalito/Races. Owner retiring Arizona. (415) 929-7779. |
| <b>LAPWORTH 24-FT SLOOP</b><br>Great small cruiser. Bay & Coastal waters. Unique trunk cabin design, full keel & very seakindly. Excellent condition. New full cover. Must sell. \$9,500. Call (415) 472-4478.                                                                                                                                                                                                                                                                           | <b>VOLVO DIESEL MD2B 24 HP</b><br>20 hours max. with 16" prop & mounts. (415) 439-0336.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>COLUMBIA 26 MKII</b><br>Excellent Bay sailer. Sleeps 5, 2-burner stove. New 7 1/2 o.b. Has compass, VHF radio, lifelines, etc. Excellent Berkeley berth. Call (415) 284-7547.                                                                                                                                                                                                                                                                                                                                               |
| <b>MONTGOMERY 7'11" ROWING/SAILING DINGHY</b><br>Two-part mast, sail, daggerboard, rudder & tiller, bronze lifting eyes, soft rub rall. \$850. (\$1600 new) Excellent condition. (415) 234-7546.                                                                                                                                                                                                                                                                                         | <b>CRUISING GEAR</b><br>200 feet 3/8" chain: \$450 (100': \$250); bronze & teak boom gallows: \$300; Tillermaster ap: \$300; NC77 nav. calc.: \$150; EPRIB: \$85; T19000A Loran C: \$200 (needs repair); OPTI compass: \$65. 3000 CP splitlite: \$30; dinghy: \$850. (415) 234-7546.                                                                                                                                                                                                                                                                                                                                                      | <b>CAPE DORY 36</b><br>Beautifully maintained classic full keel performance cruiser. Extra sails, ground tackle, electronics, dodger, boom gallows, 8' sailing dinghy, hand-rubbed varnish inside & out & much more. \$85,000. (40K below replacement). (415) 234-7546.                                                                                                                                                                                                                                                        |
| <b>BOAT MAINTENANCE/RESTORATION</b><br><b>CLEANING • VARNISH/OIL • POLISHING</b><br>459-3405 day KELLI SLAUGHTER local refs 862-2592 eve                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>G and G BOAT MAINTENANCE</b><br>Professional, fast and efficient.<br>Painting, Varnish, Oil, Caulking, Buff and Polish. Individual Maintenance Programs.<br>Competitive rates — estimates and hourly. Call mornings or evenings.<br>Cheryl Gostisha (415) 465-4956; Sheryl Goodhue (707) 257-1285.                                                                                                                                                                                                                          |
| <b>DIESEL MECHANIC</b><br>40 YEARS EXPERIENCE - REFS.<br>ED 459-3405 EVE; 862-2592                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <b>NO KIDDING</b><br>We sold 1/2 of the brokerage boats at our docks last month. If your boat is seriously for sale, give us a call. We need your listing today.<br>JACK BARR YACHT SALES, Alameda (415) 865-1035.                                                                                                                                                                                                                                                                                                             |



**COLUMBIA 45-FT 1974**

Bristol condition, cruise ready, dodger, roller furling jib, cruising spinnaker, radar, Loran, VHF, autopilot, wind direction, speed, knotmeter, depthsounder, LP stove & oven, hot & cold running water. Refrigerator, microwave. \$139,500. (415) 930-7020.

**36-FT LOA GAFF CUTTER**

Good sails, rebuilt inboard. One-of-a-kind wooden classic. \$7,500/Best offer. 332-8399; 331-9189.

**YAMAHA 33 ICHIBAN**

3/4 ton IOR sloop. 1978 in excellent condition. 4 sails & spinnaker. Many options incl: dual headstay, stereo, hot water, shower, etc. Could include slip at Pier 39. \$45,000 or use as a trade on a newer 36-40' sloop. (415) 323-4888/325-7191.

**SABRE 34 — 1983**

Maine built cruiser/racer. Ready to cruise. Loran, VHF, depth, knotlog, autopilot, dodger, self-tailing winches lead aft, windlass, bowroller, refrig., propane stove, h/c press H2O, DC converter, AC wired. \$96,000. (619) 566-2411.

**EXTRAORDINARY HARDIN 44**

Beefed up for cruising, stern & mast pulpits, Benmar, Barients, Hood furling, Magnavox, Technautics, Isuzu, tw. alternators, dodger, anchors galore & more. \$115,000. Wr: Lee Leonhard, Tripui, Box 100, Loreto, BCS, Mexico. Call 2-1125 Guaymas.

**EXPRESS 27**

1983. *Lipstick* for sale. All North inventory. Outboard, Signet 1000, custom race-rigged. Get your Express 27 in time for the Express 27 Nationals in Santa Cruz this June! Only \$26,500. Leave message (415) 339-0201.

**31-FT STEEL CRUISING SLOOP**

Built in Holland 1970 by Van De Ulis. Complete cruising inventory. Self-steerer, custom rig, Volvo diesel, Sausalito berth. \$25,000. Owner willing to finance w/\$5,000 down. 453-0221.

**LIFERAFT**

Avon 4-person liferaft. Last inspected 1983. \$850. 453-0221.

**MARINA MAINTENANCE PERSON**

To assist in the operations of a 100-berth marina in the East Bay. Applicants must have a min. of 3 years experience in boat handling and all general maintenance including painting, plumbing, electrical and carpentry. Send resume and salary history to: Harbormaster, P.O. Box 1531, Alameda, CA 94501.

**GRAND BANKS 42 MOTORYACHT**

1981, Lehmans, low hours, 12 kw Onan A/C, ap, radar, depth-sounder, log, VHF, cold plate fridge/freezer, icemaker, Bimini top, all covers. New bottom paint/varnish. Immaculate! \$175,000. (415) 479-2543.

**SANTANA 35**

Like new condition, rarely used Delta boat. Must see to appreciate, many extras. Seller willing to deal. \$54,000. Days (209) 951-5140; eves. (209) 931-4265.

**1977 RAFIKI 37**

F/g Airexcore hull cutter rig, exc. liveaboard, world cruiser. Volvo MD 3B recently rebuilt, selftailing winches, Aries wind-vane, ap, dodger. Owner will consider trade for downpayment or partnership. \$71,000 firm. Days 655-7747; eves. 383-5037.

**THE YACHT NANNEY**

"We Travel to Baby Your Boat"

Complete maintenance service. Light carpentry — 15 yrs. experience. Painting & britework. Serving the Bay Area — including but not limited to Vallejo, Benicia, Martinez. (707) 644-0040. Monthly service or one-time jobs now being accepted.

**CUSTOM HOME**

Heart of the Delta. Quick access to the San Joaquin. 5 bedroom, 3 bath, 3 acres, 385-foot front-age, 60' dock. Permit for 80'. I specialize in waterfront properties. Many other listings. Call Charlie Bent, (415) 672-8700 office; eves. 625-2529.

**HANS CHRISTIAN 43**

1981 cutter, full keel, excellent condition. Berthed in Sausalito at Pelican Harbor, slip 50. \$120,000. (415) 388-7422.

**O'DAY 22**

Excellent condition. Well-built sloop. New forespar mast. Johnson 6 hp outboard, sleeps 4. Good Delta & Bay cruiser. Fixed mini keel. Blue deck & bottom. Stainless steel bow pulpit. Single axle trailer. \$6,000. (916) 372-0260.

**SANTANA 22**

Well maintained. Many extras. Upwind Berkeley berth. \$4,950 firm. (415) 322-2503.

**WORLD CRUISER**

Custom over-built Islander 37 f/g sloop. Absolutely gorgeous & ready to go anywhere. Equipt w/radar, SSB, Loran, VHF, RDF, liferaft, Avon w/o.b., RVG windvane, ap, 2 fathometers, 4 bilge pumps, 3 compasses, 2 electric 24v windlasses, 4 anchors, 400' high tensil chain, 7 sails, 2 sun awnings, new Yanmar diesel w/less than 200 hrs, 24v & 110v generators, 12v & 24v battery chargers, 12v-110v power inverter, microwave, wood-burning stove, shower w/fresh/salt hot water, built-in vacuum, complete Hoopa diving system w/back-up compressor, Tamaya sextant, dodger, boom gallows, oversize rigging thru-out, running back stays, Alex, etc. Recently upgraded & absolutely bristol! Giving it away at \$59,500. Trades considered. (805) 995-3564. Hurry — won't last long!

**PEARSON ARIEL**

26-ft glass sloop, 1963. Yanmar diesel. 6 sails. Comes with Monterey mooring. Must sell, make offer. Tim Mickleburgh, (206) 367-0988.

**RANGER 20, 1977**

4 sails Including Hood drifter. Trailer, Honda 7.5, head dodger gives standing headroom. Anchor. Reinforced rig, new bottom. \$5,200. 769-7098, message 522-6700 Armen. Trade for 25'-26' sailboat & cash.

**YANKEE 30 ONE-DESIGN**

Classic wooden sloop. Very fast in all conditions. Built by Stone's in '49. One season on sails. Upwind Emeryville berth also available. \$4,500. Eves. Joel 465-2907 or Steve 652-6103.

**28-FT LUDEKE CLASSIC SLOOP**

Keel/CB, new main, jib, standing & running rigging. Seagull o.b., upwind Berkeley berth. \$5,000/B.O. Paul 526-2346.

**23-FT SLOOP**

Pearson Electra No. 99. Ready to sail. Full keel fiberglass mini cruiser. Lifelines, Porta-potti, full cushions. Sacrifice at \$4,000/offer. 532-4405.

**'79 YORKTOWN 35**

Sloop rig, aft cockpit. Excellent for cruising or liveaboard. 6'2" headroom. Large refrigerator & galley. 4 cyl diesel. All teak interiors. Sleeps 5. Asking 35K. Owner will assist. (805) 642-8850.

**SATNAV**

NCS Meridian. Perfect cond. Paid \$1,900; sell \$850. Water generator, power log, finest water generator available up to 6 amps. Paid \$1,000. Sell \$400 with amp meter. Call (415) 398-1868 days, leave message, ask for Tom Mettson.

**HUNTER 36**

1980 sloop. Diesel, galley, shower h/c pressure water, radios, diesel heat, stereo. Great liveaboard. Trade 25K equity for mobilhome, small sailboat, motorhome, airplane or ? Bal 36K. Call (415) 684-0839.

**BUCCANEER '27**

Great family boat for Bay & Delta. Main & self-furling genoa, 10 hp Chrysler sailer, galley, head, enclosed shower, 6'2" headroom, lots of storage, depthsounder, VHF, shoal draft, trailerable, clean. \$12,500/? (916) 635-0800 owner anxious.

**ERICSON 27**

'73, well-equipped, new mast & rigging, 7 bags of sails (incl. 2 spinnakers), knot, VHF, stereo, Atomic 4, tiller, 6'1" headroom, Alameda berth. Call for complete equipment list and demo. Must sell. \$19,900/offer. (415) 791-2471.

**CHEOY LEE OFFSHORE 27**

Safer ocean cruising. Full keel, fiberglass hull w/teak overlay decks, Volvo dsl, VHF, depthsounder, compass, anchors, cockpit Bimini. \$24,500. (408) 292-0404 evenings.

**14-FT LASER**

Complete and in good condition. \$800. (408) 377-7368.

**CAL 20**

Pineapple sails, 2 mains, spinnaker, race rigged, split main sheet, adjustable backstay, sail cover, 5 hp Evinrude, South Marin slip. \$4,500. (707) 996-5830.

**FLYING SCOT — MUST SELL**

19' daysailer/racing. Large national fleet, excellent cond. Paint 1 yr. old, shear leg mast raising boom, launch bridle, motor mount, trailer, new paint, tires, bearings & buddies, bunk rollers, etc. \$3,000/best offer. (707) 887-9292 eves.

**LEASE OPTION**

Santana 35

The best Santana 35 anywhere is available for sale or lease option. Fully equipped for race or cruise. You can't make a better deal or get better terms. Call (415) 687-0111 days; or (415) 689-2782 evenings.

**21-FT AQUARIUS SLOOP**

\$3,200 with trailer. Sleeps 4. Camping aboard is easy with the galley, head, CB and stereo. Good dacron sails. Shallow 12" draft with centerboard up for easy launching. Sails high and dry in stiff weather. Call 488-9273.

**PASSPORT 42 '81**

Or Solar 419 as known outside U.S. Custom built by Solar Marine for present owner. Cruise equipped. All household furnishings. Plus, plus, plus complete at 2/3 of new boat price. Clarke Reynolds (415) 435-1525.

**TIMESHARE**

Sail S.F. Bay aboard a well-equipped Ericson sloop, prime Jack London berth. No maintenance headaches. Just fun. \$975/year (415) 769-3904 or (805) 942-7729.

**EAST BAY YACHT CARE**

- Dazzling varnish work
  - Expert wood refinishing
  - Bleaching decks. Detailing.
  - Maintenance. Quality care.
- (415) 644-0511  
References

**BERTHS FOR RENT**

"Priced Right"

Emery Cove — The Bay Area's nicest and most convenient marina. 36' and 55' slips available. (415) 687-0111 days or (415) 689-2782 evenings.



|                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| <p><b>MUST SELL MAI TAI MMM</b><br/>Classic Cal 20. Great Bay boat. Good equipment. Good sails. 2nd in WRA. Best offer over \$3,400. Berth 183, Alameda Marina. (209) 526-2203.</p>                                                                                                                                                                       | <p><b>CREW POSITION FOR EXTENDED CRUISE</b><br/>Custom, luxurious, 62-ft, high performance, world cruising sloop leaving San Francisco in Sept. for 3-yr cruise to Caribbean and Europe. One or possibly two permanent crew spots available for experienced person willing to make serious commitment to cruising life. Mechanical, electrical, or woodworking skills desirable. Some medical or cooking background also a plus. Expenses paid and opportunity to earn extra spending money on occasional charters. (415) 435-9088.</p> | <p><b>HELP WANTED</b><br/>Yacht maint. service wants strong/agile with paint/varnish experience. Must have car &amp; travel. Learning aptitude for varied jobs. See ad Briteworks. Wage neg. Management potential. Mail resumes to: Briteworks, 74 E. Blithedale, Mill Valley 94941.</p>                                                                                                                                                                   |
| <p><b>TARTAN 26</b><br/>Great Bay boat, '73, 5 sails, 6 Barients, inbd. diesel, new halyards, lifelines, sail cover, VHF, RDF, lots of teak and much more. Way below survey at \$11,000. Must sell. (415) 428-9467 days; 465-0797 eves.</p>                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>1983 OLSON 30</b><br/>BMW diesel, Signet 1000 and 2000, trailer, 6 Larsen sails, epoxy/VC-17 bottom and more. Fresh water only. Like new condition. \$35,000. (817) 481-4034; (817) 481-1842.</p>                                                                                                                                                                                                                                                    |
| <p><b>28-FT KING CRUISER</b><br/>1959 Swedish built classic sloop. Mahogany on oak. New alum. mast &amp; rigging 1984. Hauled &amp; painted 1985. Volvo Penta diesel. Appraised at \$8,500. Will sell or trade up with cash. (916) 372-5980.</p>                                                                                                          | <p><b>MUST SELL — CATALINA 27</b><br/>Expertly maintained and ready to sail. Atomic 4, VHF, ds, km. Excellent condition. \$16,000 or best offer. (415) 330-2778 days; (415) 347-0135 eves.</p>                                                                                                                                                                                                                                                                                                                                          | <p><b>MOORE 24</b><br/>Wet Spot needs equipment for Kauai race! H.F. SSB radio, liferaft 2-man, lt. wt. portable gas gen., reverse osmosis water desalinator. Would like to charter or borrow these items for July. Mike O'Callaghan 431-4546; Ernie Beffel 885-0415.</p>                                                                                                                                                                                  |
| <p><b>SAIL FOR SALE</b><br/>Main sail for Santana 525 or other. Rope luff 29'. Rope foot 9'9". One reef point. Good condition. Best offer. (916) 372-5980.</p>                                                                                                                                                                                            | <p><b>BRISTOL 29.9</b><br/>1979, one owner, beautifully maintained, great ocean/bay cruiser, diesel, radio, knotmeter, depthsounder, main, gib, flasher w/sock, dodger, much more. Haul out &amp; survey 7/85. \$39,750. Don (415) 772-1532 days.</p>                                                                                                                                                                                                                                                                                   | <p><b>78 CATALINA 27</b><br/>Well maintained. Traditional int., o.b., 110, 150, ds, knotlog, VHF, stereo, improved rigging. \$16,500. Sausalito berth. Call Tim 461-5371 eves; 953-1363 days.</p>                                                                                                                                                                                                                                                          |
| <p><b>NEWPORT 20</b><br/>Fast, fun, roomy. Gary Mull design, great Bay/Delta starter boat in good condition. Spinnaker, dinette, galley, outboard, many improvements, sleeps 4. Must see! Lessons available. Two-boat owner. Asking \$4,000/best offer. (415) 655-7115 eves.</p>                                                                          | <p><b>CAL 34 — \$29,900</b><br/>9 bags of sails incl: 3 spinnakers, near new furling headsail &amp; main. 10 Barient winches, new Atomic 4 (30 hrs.), Lectrasan head, ds, VHF radio, windspeed/direction, compass, km, gim-balled oven, hauled out 1986. (415) 435-2777.</p>                                                                                                                                                                                                                                                            | <p><b>SACRIFICE — ERICSON 30</b><br/>New job does not leave time for sailing. My loss is your gain. Will accept best offer over \$19,000. Call 332-1627, leave message.</p>                                                                                                                                                                                                                                                                                |
| <p><b>63-FT WILLIAM HAND KETCH</b><br/>371 GMC diesel, 6 sails, depth, VHF, radar, sleeps 10. Recent hull and stick work. Needs engine, deck, cabin top work, &amp; misc. Mahogany planked on oak frames. First \$25,000 takes. Call (907) 345-2709.</p>                                                                                                  | <p><b>RANGER 23</b><br/>A terrific S.F. Bay boat with a large fleet. Race or cruise in this well-outfitted boat. All controls led to cockpit. 7 Lewmar winches, North sails, Sausalito berth. \$9,800. Ed (707) 838-7744.</p>                                                                                                                                                                                                                                                                                                           | <p><b>FINISH 28-FT CUSTOM WOOD SLOOP</b><br/>In final completion state. Top specifications. Bronze fastenings, lead keel, spruce mast, Atomic 4. Sleeps four. Myron Spaulding design. Sausalito location. (415) 388-2292.</p>                                                                                                                                                                                                                              |
| <p><b>CATALINA 30 '81</b><br/>Very clean and well equipped including Datamarine digital instruments. Folding prop, VHF, stereo, Leading Edge 110, 150, milan &amp; tri. rad. spinnaker and more. Coyote Point berth. \$29,800. (415) 593-1509 home or 621-3422 work.</p>                                                                                  | <p><b>VANCOUVER, CANADA — 45' KETCH</b><br/>1980, motorsailer, center cockpit, aft cabin, teak int., pilothouse, stateroom, proven offshore: Mexico, HI. Good cruiser/lvabrd. Sleeps 12. \$95,000 U.S. moorage incl. A. Merk, 1016 3 Ave., New Westminster, BC V3M1P5. (604) 525-4256 aft 5.</p>                                                                                                                                                                                                                                        | <p><b>24-FT SLOOP</b><br/>Excellent sailer. Has raced Master Mariners '84-85. Sleeps 2. Flush deck design. Good sails. Seagull o.b. Safety equipment. \$2,500 or possible trade. Days (415) 332-5478; eves. (415) 787-2771.</p>                                                                                                                                                                                                                            |
| <p><b>EXPRESS 27</b><br/>Competitive racer. Tandem trailer, 4 hp Johnson, Kevlar sheets, 4 mylar jibs, North main, Loran, RDF, digital compass, stereo cassette. Excellent condition. Fresh water only until last November. \$25,000. Bart 548-3730; 482-0863 eves.</p>                                                                                   | <p><b>HUNTER 31</b><br/>1985. New condition. Fully equipped including stereo, roller furling. Biggest, newest boat you can get for \$42,000. (408) 484-9639 eves.</p>                                                                                                                                                                                                                                                                                                                                                                   | <p><b>RANGER 23</b><br/>Discover thrill of level racing &amp; MORA! Bristol, race-rigged for Bay. Full Barlows, 2 genoas, 2 spinnakers, VHF, compass, fatho, stereo tape deck, '84 7 1/2 hp Honda o.b. w/alternator. \$13,500. Sausalito. Call now! Peter (415) 331-3484.</p>                                                                                                                                                                              |
| <p><b>BRAND NEW ELECTROSAN \$250</b><br/>Used but good Albin 10 hp aux. inboard engine: \$500. Benmar 555A RDF: \$150. H. Wygant, P.O. Box 1201, Redwood City, CA 94063. (415) 367-0660.</p>                                                                                                                                                              | <p><b>REDUCED!</b><br/><b>VALIANT 40 — THE IDEAL CRUISING BOAT</b><br/>Westerbeke diesel, autopilot, Loran C, Datamarine depth-sounder, VDO windpoint/windspeed/wind direction/close haul indicator, Hi-Gain 55 channel VHF, refrigeration, propane galley, hot &amp; cold pressure water, shower and more!<br/>\$108,000 or trade to smaller boat.<br/>Also: Kenyon stove w/oven: \$350; 8-lb Danforth: \$20. Tim Rogers (415) 332-4142 days; (415) 331-6378 eves.</p>                                                                 | <p><b>PEARSON 10 METER</b><br/>1/4 interest. Beautiful, comfortable, 1975 33' sloop w/dark blue hull. New sails, dsl, wheel, VHF, depth, loaded w/extras. Yours for 13 weeks/year. S.F. Marina berth. Congenial co-owners/skipper. \$10,000/terms. 956-3260 d; 453-1139; 324-0486 e.</p>                                                                                                                                                                   |
| <p><b>ISLANDER 30 II</b><br/>Coyote Pt. berth. Set up for Bay &amp; Delta cruising. Includes radio, depth, knot, pedestal steering, 5 winches, dodger, 150 spinnaker plus working sails. Dinette interior, cockpit cushions, and sun shade. \$29,500. Eves. 948-6935; days 365-0412.</p>                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>CATALINA 22</b><br/>Excellent condition. Swing keel, trailer, safety lines, Potti, compass, reef points, etc. Call after 6 p.m. 930-8689. \$4,950.</p>                                                                                                                                                                                                                                                                                               |
| <p><b>KOOLAU</b><br/>1951 Phil Rhodes designed Windward 34. Traditional racer/cruiser, completely equipped, sailaway. A wood boat recently rebuilt from masthead to keel bottom. \$28,000. Robert 728-5934.</p>                                                                                                                                           | <p><b>LANCER 25</b><br/>Great boat for Delta/Bay. 7.5 hp Honda. Main &amp; working jib. Refurbished cabin w/6' headroom &amp; stereo. Richmond berth. Lessons available. \$6,500 or B.O. Ask for Brian. Please leave message. (415) 620-4684 days; (415) 236-4585 eves.</p>                                                                                                                                                                                                                                                             | <p><b>8 PERCENT ASSUMABLE LOAN</b><br/>Income property with over 14.5% return appraised at \$39,500. Equity \$20,000. Will trade up or down for your commercial power/sailboat. Needs work OK. (707) 995-2042.</p>                                                                                                                                                                                                                                         |
| <p><b>O'DAY 23</b><br/>1972. 6 hp Johnson. 1980 Pineapple sails, jib, main, storm jib &amp; genoa. 1,250-lb keel/cb, stove, icebox, anchor, compass. San Leandro berth. \$4,500/offer or trade for Pearson 26 or O'Day 27. Call (415) 489-8859.</p>                                                                                                       | <p><b>WOODEN WONDER</b><br/>Not a liveaboard. This sleek, champ, classic 40' mahogany sloop is short on accommodations, but turns all heads for its beauty and speed! Best materials: bronze fastened, lead keel, etc. \$26K. (415) 435-1791.</p>                                                                                                                                                                                                                                                                                       | <p><b>SINGLE SIDEBAND AND HAM</b><br/>Older Decca unit with automatic antenna tuner. Works good and has all proper frequencies. A great buy at \$475. Also have a Kenwood ham set for the same price. (415) 435-9088.</p>                                                                                                                                                                                                                                  |
| <p><b>DICKERSON DIESEL STOVE — AND MORE</b><br/>Model Adriatic with 2 water heater coils, plus 6" stainless stove pipe and braident top, all like new. All goes for \$750. New 15 hp Tohatsu outboard and tank: \$900. (707) 554-3756.</p>                                                                                                                | <p><b>27-FT DAWSON KETCH</b><br/>Easy to sail and maintain, center cockpit, inboard Westerbeke, 4 sails, swing keel, VHF, depth, RDF, 2 anchors, 2 burner stove, sleeps 6. Lost of stowage, many extras. \$17,000. (415) 952-4640.</p>                                                                                                                                                                                                                                                                                                  | <p><b>STEAL THIS BOAT</b><br/>Moore 24. Race ready. Best offer over \$10,000. 435-6255.</p>                                                                                                                                                                                                                                                                                                                                                                |
| <p><b>PRACTICAL SAILING CHARTERS</b><br/>Charter our beautiful Cape Dory 36 for only \$225/weekend day. (415) 591-4879.</p>                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>SAIL TO THE EXCITEMENT OF EXPO '86 AND BEYOND . . .</b><br/>To the tranquil Canadian Gulf Islands, visit luxurious resorts, and quaint fishing villages of the San Juans. Pamper yourself with a fully crewed adventure, or you provision, cook &amp; save, aboard one of the N.W.'s finest, most affordable sailing yachts. Groups or singles. 36'-50' sail. ISLAND TRADER CHARTERS, P.O. Box 17415, Seattle, WA 98107. (206) 281-8024 collect.</p> |
| <p><b>MacGREGOR 65c CHARTER BUSINESS</b><br/>Limited partnerships available. Investors wanted for remaining 1/10th shares. \$15,000 each. Going fast. May delivery. First class charter to groups, corporations. Race possibilities. CG licensed. Pier 39 berth. Winter Mexico? For Information packet leave message. (415) 924-0393; (707) 745-1406.</p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>CHARTER A SEASTAR</b><br/>Sail one of the most sought after cruising boats on the Bay. This beautiful 46-ft, fully equipped wheelhouse cutter is ready for you. Still offered at the amazing rate of \$250/day. Lee Stephens Yachts. (408) 996-7050.</p>                                                                                                                                                                                             |



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| <b>28-FT CRUISING SLOOP — CRUISE READY!!</b><br>75,000 mi. vet. NZ built of Kauri. All new rigging, bottom paint, dodger & weather cloths. 7 sails, vane, all charts & nav. tables, 2 sextants, f/g dinghy, Yanmar diesel. Reduced to \$28,000. 332-0278, message.    | <b>BALBOA 26</b><br>Fixed keel model, spinnaker, 2 mains, jib, genoa, instruments, VHF, galley, stove, head, 9.5 hp o.b., sleeps 5. Recent Copperlux bottom paint, comfortable to cruise & race. Alameda berth. \$13,000. (209) 431-3035 day or eve. Let's talk!                                                                                                          | <b>WANTED</b><br>Sea Scouts are looking for adult leaders to assist in teaching young adults sailing; seamanship in our boats. Call 543-8780 for details.                                                                                                                                            |
| <b>34-FT GARDEN KETCH</b><br>4-107 Westerbeke 4 cyl. diesel. Good cruise boat. Oyster Pt. Marina. \$35,500. For more information call (408) 745-1790, ext. 336 between 7 a.m. and 3 p.m. or (209) 892-2230 weekends.                                                  | <b>FOR SALE — OLSON 25</b><br>Launched 3/85. Larsen sails, main, 95% jib, mylar 155% genoa, 3/4 oz. spinnaker, VHF, knotmeter, depthsounder, compass, 4 hp o.b., C.G. safety equip. Mast tabernacle system, ground tackle, bilge pump system, and more! Santa Cruz sublet available, growing one-design fleet. See at J-dock, Santa Cruz. \$24,800. Brian (408) 429-6761. | <b>BLUE STREAK</b><br>Great buy. Forced to sell. Modified Cal 39. Complete sail & electronic inventory. Ocean cruising/racing. Transpac records. Call for appointment (415) 284-1175.                                                                                                                |
| <b>CAL 29</b><br>Top condition, custom rigged. 150, 120 and 93% Jibsails. Rigged for spinnaker. Great for racing or cruising. Clean teak interior. CNG, Atomic 4. \$24,900. (415) 453-0549 or 524-2640.                                                               |                                                                                                                                                                                                                                                                                                                                                                           | <b>CLASSIC H-28 KETCH</b><br>Dbl-planked, copper riveted, monel keel bolts, new deck, 2-burner Optimus, dsl heater, dsl eng., VHF, depthsounder, documented. All in good shape. \$20,000/B.O. Must sell. Chuck (415) 523-2586 weekends.                                                              |
| <b>RANGER 23, 1974</b><br>Excellent condition, well equiped. Great race or cruise boat with active club. Has spinnaker, anchor, radio, stereo, 6 hp Evinrude, stove, sink, dinghy. SSF slip available. \$10,500. John (415) 726-0173 eves.                            | <b>SKIPPER 20-FT SLOOP</b><br>1980 Florida built f/g Lapstrake double-ender. Classic teak bowsprit and mahogany coamings. With trailer and Honda o.b. for \$3,800. Pete (415) 865-7007 or 437-3227.                                                                                                                                                                       | <b>WINDMILL CLASS SLOOP</b><br>'85 McLaughlin kedgecell-cored, f/g hull, No. 4953. Shore sails, glass daggerboard & rudder, Cobra spars, newly-painted trailer. Full flotation, excellent condition. Great family boat, fast racer, min. wt. \$2,300 firm. Call Scott to see or sail (415) 939-4069. |
| <b>BARGAIN WINCHES</b><br>Two Lewmar No. 44 self-tailing aluminum 2-speed winches. Brand new, never used. Height 8", base diam. 7", wt. 17 lbs. List price \$1,010 each. Your price \$490 each or best offer. Call Fred (415) 435-9513.                               | <b>FJ, 1980</b><br>Sailnetics MKIII, seat tank FJ. Spinnaker gear, roller furling jib, bailer, mast ram, 2 sails, lifting sling, trailer. \$1,900/B.O. Mike 524-2914.                                                                                                                                                                                                     | <b>OUTBOARD MOTOR</b><br>1978. Mercury 9-8 hp longshaft electric start outboard. Excellent condition. Good for sailboat or as aux. for cruiser. Has stand for storage. \$850/OBO. (408) 449-9285.                                                                                                    |
| <b>CATALINA 22</b><br>Great Bay boat, fixed keel, Honda 7 1/2 o.b., North sails, Sausalito berthed. \$5,000/best offer. Call (415) 332-4645.                                                                                                                          | <b>CORONADO 25</b><br><i>Our Boat.</i> YRA & MYCO champion racer. Powered by Pineapples. Emeryville berth. Fun to race, easy to cruise & daysail. Sacrifice at \$6,700. (415) 653-9531 or (415) 527-2293.                                                                                                                                                                 | <b>LOOKING FOR INTERESTED PARTNER(S)</b><br>To share Folkboat. Price very negotiable. Leave message, (415) 530-0430 Dave.                                                                                                                                                                            |
| <b>KETTENBERG 40</b><br>Want to cruise? Not alot of money? Consider this boat. Outfitted for cruising, priced to sell. Wonderful sailing vessel. \$34,000. Derek 485-6776.                                                                                            | <b>AQUARIUS 21</b><br>Strong, roomy, f/g sloop. Ideal family boat for Bay, Delta, lake sailing. 7.5 hp longshaft o.b., trailer, safety equipment, pop-top, boom-vang, more. Priced to sell. \$2,750. (415) 591-6350.                                                                                                                                                      | <b>SANTANA 22 FOR LEASE</b><br>Boat is in excellent condition and has outboard motor. Prime Berkeley berth with boat box. \$100/month. Please call 527-2463 or 849-2915.                                                                                                                             |
| <b>TIME-SHARE LEASE 36-FT CUTTER-RIGGED SLOOP</b><br>Ideal cruising sailboat. Fully equipped. Well maintained. \$3,500 for ten weeks use. Schedule up to a year in advance. Write: WLW, 1530 Wilma Place, Escondido, CA 92025.                                        | <b>F.J. FOR SALE</b><br>Sailnetics No. 4281, 1981/roll-tank. Excellent condition. 2 sails w/spinnaker. E-Z Loader trailer. Harken equipped, self-bailing. A fast, light, fun boat. \$2,500. Pascal, home (415) 323-9920; work (415) 326-6336.                                                                                                                             | <b>'78 MORGAN 30 OUT ISLAND</b><br>Displ. 9500, full keel, 3.5' draft, low time 22 hp Yanmar, 5 sails, wheel steering, quality constr. throughout, 3/86 haul-out, bottom paint, cutlass and lots more. Great coastal cruiser. \$27,000. (805) 492-1333.                                              |
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| <b>MARTIN 242 — FAST FAMILY FUN</b><br>Full race/cruise, PHRF 147, easy handling fractional rig. Fully finished interior with 4 berths. Incl. trailer & o.b.<br>Pat (415) 972-3441 days; (707) 557-0198 eves.                                                                                                                                       | <b>PANAMA</b><br>Etchells 22, #U.S. 277. Competitive & completely equipt. Qualified for '85 Worlds. Peterson hull, built 1975. Near min. wt. Kenyon mast & boom. Ontario console, custom flbrds. Fully adj., all Harken. Danforth compass. High capacity bilge pump. New deep-channel trailer, super stiff. Hull & keel completely faired. Full sail complement: '85 Curtis-North batwing main, 6.5 & 7.25 oz. jibs & 1/2 oz. runner, all new for '85 Worlds. '84 Curtis main, 6.5 & 7.5 oz. jibs & 1/4 oz. reacher. '83, '82, etc. full inventory racing sails. \$11,000. John Ravizza (415) 388-6755. | <b>BOGOTA</b><br>Etchells 22 #U.S. 677. 1985 Ontario hull. Keel & rudder faired. Completely equipt & rigged. Alspar mast. All Harken, fully adj. Plastimo 5" compass. Alspar mast & boom. Excellent trailer. Sailed in '85 Worlds. All new '85 sails (12/85) Curtis-North batwing main, 6.5 & 7.25 oz. jibs, & 1/2 oz. runner & .75 oz. reacher. Remainder of E-22 class new-sail allocation (2 suits) \$21,000. Contact John Ravizza at (415) 388-6755. Bogota race record: 1st place, Spring Keel Boat '86; 2nd place Spring One-Design '86. |
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| <b>28-FT SAILBOAT, BAY BERTH</b><br>Performance cruiser or one-design racer or both. Well maintained, sturdy, fast, comfortable, fixed-keel, head, galley, diesel, electronics, 9 sails, spinnaker gear. \$27,500 or trade for ultralight. (415) 424-0700, ext. 243.                                                                                | <b>ERICSON 25+</b><br>1980. Volvo diesel, VHF, digital knotmeter & depthsounder, spinnaker, genoa, working jib, reefable jib, 2 Ritchie compasses, all Barient winches. Very clean. Very motivated to sell. \$23,000 or best offer. Curtis (415) 486-0412.                                                                                                                                                                                                                                                                                                                                              | <b>CAPE DORY 30</b><br>1982. Excellent condition. Reduced to \$52,000. Call for info. (415) 591-4879 eves.                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>'83 CATALINA 25-FT</b><br>Excellent condition, Pop-top, swing keel, 9.8 electric start motor, radio, 6 to 1 Harken block. Has only been in fresh water. Fully loaded \$13,000. Must sell (209) 579-1085 eves.                                                                                                                                    | <b>ERICSON 30 — BEST ON BAY — \$26,000</b><br>New Yanmar diesel, new topsides paint, refinished wood interior, fireplace, VHF, RDF, compass, depth, 90, 110 & 150 jibs, stove & oven. Beautiful boat. Call Joe (415) 768-8643 days; 566-6582 eves.                                                                                                                                                                                                                                                                                                                                                      | <b>C &amp; C 36</b><br>Cruise, liveaboard or race and win. Diesel powered 1979 sloop. Fully equipped. 11 Barients (4 self-tailing), 5 bags Pineapples sails, spinnaker gear, rod rigging, 2 anchors with chain and rode, bow roller, stern boarding ladder, Avon Redcrest, hot/cold pressure water, shower, gimballled brass lamps, customized teak interior fully stocked, stereo, VHF, Nav station, Signet KM, WP, WS, Impulse DS. Maintained and upgraded to better than new. Bristol condition. \$62,000. (415) 435-1207.                  |
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| <b>COLUMBIA SABRE</b><br>32'5". Sink, icebox, Honda o.b., stove, 5 sails, compass, fathometer, extras. Berkeley berth. \$8,200. Must sell. B.O. (415) 284-7730.                                                                                                                                                                                     | <b>WANTED: SAILBOAT</b><br>30-35' sloop or ketch. Must be raised saloon or motorsailer with saloon/wheelhouse layout. Dsl eng., f/g preferred. Must be exceptional liveaboard w/some charm. Lots of lght. (415) 332-7289; (415) 897-2338.                                                                                                                                                                                                                                                                                                                                                               | <b>GREAT LIVEABOARD AND CRUISER</b><br>Allied 'Princess' 36 ketch. 1977. Original owner. Spacious, seaworthy, excellent condition. For more information, call (415) 591-4879 eves.                                                                                                                                                                                                                                                                                                                                                             |
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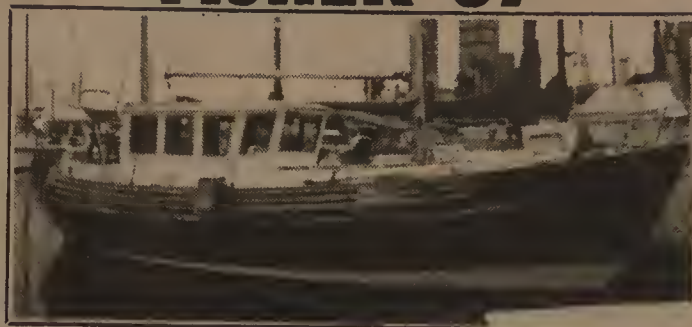


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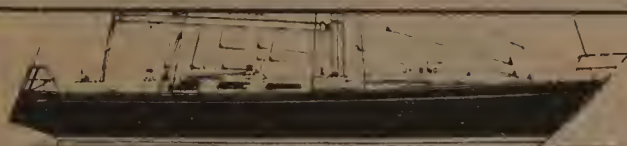
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# ADVERTISER'S INDEX

Alajuela Yachts. . . . . 72  
Al's Marine Store. . . . . 52, 64  
Americana Coastal Cruising. . . 31  
American Catamaran S.W. . . . 46  
Anchorage  
Brokers & Consultants. . . . 41  
Anchorage Marine. . . . . 40  
Anchorage Marine Richmond. . 52  
Anchors Way. . . . . 98  
Aquabond Fresh Mode. . . . . 70  
Arena Yacht Sales. . . . . 39  
Armchair Sailor. . . . . 61  
Balliwick, Inc. . . . . 76  
B.H. Ballard Co. . . . . 68  
Baltic Yachts, Inc. . . . . 22  
Bank of Walnut Creek. . . . . 63  
Barr, Jack, Yacht Sales. . . . 36, 208  
Bay Pacific Yachts. . . . . 99  
Bay Riggers, Inc. . . . . 74  
Benicia Marina. . . . . 48  
Berkeley Design Shop. . . . . 74  
Berkeley Marine Center. . . . 167  
Bilge Busters. . . . . 98  
Boater's Friend. . . . . 77  
Boaters Supply. . . . . 11  
Boating Assistance. . . . . 100  
Bock, Chris, Instruments. . . . 21  
BottomSider Cushion Co. . . . 71  
BSA San Francisco. . . . . 50  
Brickyard Landing. . . . . 55  
Brisbane Marina. . . . . 76  
CalCoast. . . . . 137  
Cal-Marine Electronics. . . . . 79  
California Maritime Academy. . 98  
California Sailing. . . . . 208  
Canterbury of N.Z. . . . . 83  
Capital Insurance. . . . . 66  
Capitola Bay Marine. . . . . 167  
Carpenter & Connelly  
Boat Works. . . . . 38  
Charter "Roller Coaster". . . . 97

City Yachts. . . . . 207, 216  
Corlett & Blasier. . . . . 215  
Wm. Cryer Boat Yard. . . . . 93  
Cruising World Yachts. . . . 12, 13  
D'Anna Sailing Co. . . . . 205  
Delta Enterprises. . . . . 84  
Dickerson, R.E., Insurance. . . 71  
Dolphin Pins. . . . . 100  
Downwind Designs. . . . . 94  
Downwind Marine. . . . . 50  
Dri Diver. . . . . 96  
Edgewater Yacht Sales. . . . 210  
Edinger Marine Services. . . . 75  
Eagle Yacht Sales. . . . . 59  
Fair Weather Marine. . . . . 44  
Far West Yachts. . . . . 203  
Farallon Yacht Sales. . . . . 59  
Feeney Wire and Rope. . . . . 187  
Ferrari Boatwright Svcs. . . . . 94  
Fifth Avenue Boatyard. . . . . 68  
First Interstate Bank. . . . . 55  
Foredeck, The. . . . . 52  
Friendly Foam Shop, The. . . . 54  
Gianola & Sons. . . . . 78  
Glen Cove Marina. . . . . 78  
Golden State International. . . 209  
Bill Gorman Yachts. . . . . 71  
Hall Spars. . . . . 89  
Harris, Joe, Clothing. . . . . 79  
Hatler, Don, Yachts. . . . . 65  
Haynes Sails. . . . . 98  
H&C Yacht. . . . . 207  
HCH Yachts. . . . . 131  
Hidden Harbor Marina. . . . . 42  
Hogin Sails. . . . . 57  
Hood Sailmakers. . . . . 8  
Holland Yacht Equipment. . . 137  
Isomat Spars. . . . . 105  
Jim Irwin, Broker. . . . . 205  
J/Boats West. . . . . 49  
JAL Enterprises. . . . . 58

Johnson Hicks. . . . . 29, 47  
Jones, Peter, Yacht Brokerage. 207  
Jones, Steve, Marine Services. . 98  
Kappas Marina. . . . . 94  
Jack Kelly Yachts. . . . . 92  
Kensington  
Yacht & Ship Brokers. . . . 99, 206  
Kettenburg Marine. . . . . 37  
Key Credit. . . . . 91  
Lakeport Yacht Club. . . . . 98  
Larsen Sails. . . . . 76  
Le Walder Boom Brake. . . . . 98  
Leading Edge Sails. . . . . 58  
Margas. . . . . 130  
Marin Boat House. . . . . 61  
Marin Motorsports. . . . . 67  
Marina Bay Yacht Harbor. . . . 62  
Marina Village. . . . . 32  
Marina Yacht Center. . . . . 157  
Marine Engineering. . . . . 130  
Mariner Square Yachts. . . . . 73  
Maritime Electronics. . . . . 62, 63  
Maritime Store, The. . . . . 84  
McDonald Electronics. . . . . 56  
McGinnis Insurance. . . . . 56  
'Merlin' For Charter. . . . . 45  
Metal Magic. . . . . 55  
Milano Yachts. . . . . 211, 212, 213  
Moss Landing. . . . . 76  
Motorcycles Unlimited. . . . . 88  
Nau•T•Kol. . . . . 88  
Navigation & Marine Svcs. . . . 66  
Nelson Marine. . . . . 95  
Night Lite. . . . . 151  
Nightstar. . . . . 67  
The Nonsuch Center. . . . . 15  
NorCal Boatyard. . . . . 51  
NorCal Yachts. . . . . 108, 109  
North Sails. . . . . 80  
Oakland Rim & Wheel Co. . . . 65  
Ocean Yachts. . . . . 28  
O'Connell's. . . . . 67  
O'Neill's Yachts. . . . . 10  
Olympic Circle Sailing Club. . . 89

Omni Pillow. . . . . 98  
Open Water Rowing. . . . . 75  
Oyster Cove Marina. . . . . 90  
Owen & Co. . . . . 14  
Pacific Coast Canvas. . . . . 24  
Pacific Delta Insurance. . . . . 82  
Pacific Marine Supply. . . . . 52  
Palo Alto Harbor Association. . 130  
Parker, Kermit, Yacht Sales. . . 210  
Parts Finder. . . . . 24  
Passage Yachts. . . . . 4, 5, 6, 7, 9  
Peninsula Marine Services. . . . 74  
Pineapple Sails. . . . . 3  
Pitchometer. . . . . 66  
Pier 39. . . . . 34  
Pioneer Marketing. . . . . 26  
Pointe Ballena. . . . . 30  
Portland Sailing Center. . . . . 68  
Neil Pryde Sails. . . . . 54  
Railmakers. . . . . 24  
Repo Hotline. . . . . 214  
Richmond Boat Works. . . . . 35  
Richmond Yacht Service. . . . . 53  
Sailboat Shop, The. . . . . 2  
Sailing School, The. . . . . 187  
Sailing Set, The. . . . . 86  
S.F. Bay Boat Brokers. . . . . 208  
S.F. Boat Works. . . . . 53  
S.F. In-The-Water Boat Show. . 23  
S.F. Federal Savings. . . . . 69  
San Francisco Yacht Service. . . 203  
Sani-Fem. . . . . 24  
Sanford-Wood. . . . . 59  
San Leandro Marine Center. . . 52  
Sara's Marine. . . . . 137  
Sausalito Yacht Sales. . . . . 206  
SAWCO. . . . . 167  
Scanmar Marine Products. . . . 78  
Sea of Cortez Yacht Charters. . 54  
Seabird Sailing School. . . . . 33  
Seabreeze Ltd. . . . . 24  
Seagull Marine. . . . . 69  
Seapower Marine. . . . . 84  
Shore Sails. . . . . 101

Si-Tex. . . . . 88  
Slocum Yachts. . . . . 187  
Smith & Co. . . . . 100  
Spinnaker Shop, The. . . . . 88  
Stanford University. . . . . 204  
Starbuck Canvas Works. . . . . 163  
Stockdale Marine & Nav. . . . 204  
Sullivan & Sullivan Ins. . . . . 68  
Sunset Yachts. . . . . 16, 17, 18, 19  
Sutter Sails. . . . . 54  
Svendsen's Boat Works. . . . . 43  
Swan Pacific. . . . . 97  
System Three Resins/  
Monterey Bay Fiberglass. . . . 70  
Tatoosh Marine. . . . . 20  
Tedrick-Higbee Insurance. . . . 82  
Chuck Thomson Yachts Ltd. . . 50, 51  
Tradewind Instruments Ltd. . . 33  
TransPak Insurance. . . . . 15  
Tuff Luff. . . . . 137  
U.S. Yacht Bureau. . . . . 46  
Vallejo Marine. . . . . 52  
Voyager Marine. . . . . 58  
Vessel Prints. . . . . 151  
Voyager Marine. . . . . 58  
Walnut Creek Honda. . . . . 94  
Weatherford BMW. . . . . 70  
West Marine  
Products . . . . . 102, 103, 104, 105  
West Sailaway. . . . . 163  
Western Chrome Plating. . . . . 55  
Whale Point Marine. . . . . 27  
Willard Marine. . . . . 76  
Don Wilson Yachts. . . . . 87  
Windjammer Sails. . . . . 86  
Windships. . . . . 81, 209  
World Yacht Center. . . . . 80  
Yacht: Alajuela 38. . . . . 205  
Yacht: Danish Cruiser. . . . . 204  
Yacht: Endeavour. . . . . 204  
Yacht: Fisher 37. . . . . 203  
Yacht: Swan 431. . . . . 204  
Yacht: Swan 44. . . . . 203  
Yacht Registry. . . . . 101  
Yegen Marine. . . . . 25



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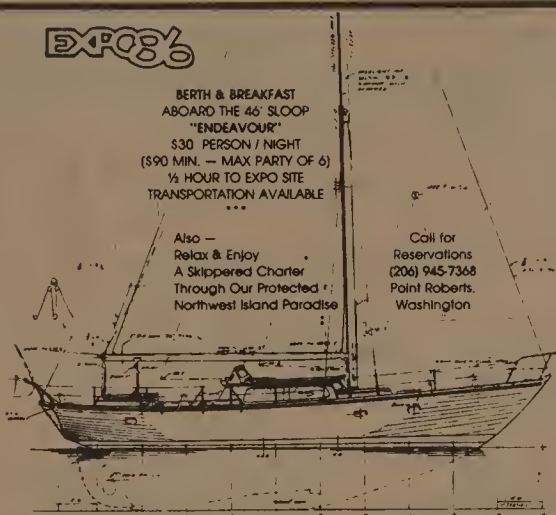


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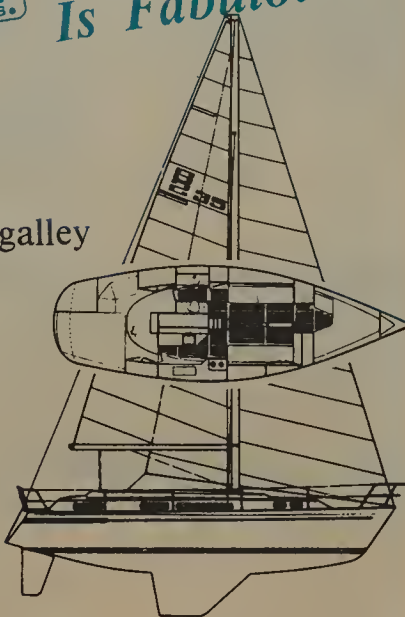
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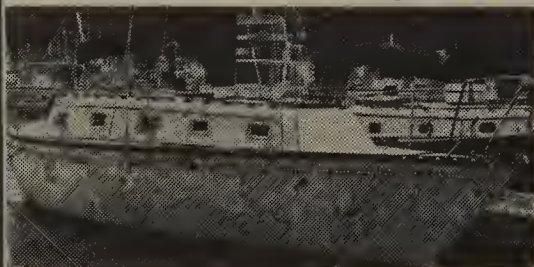
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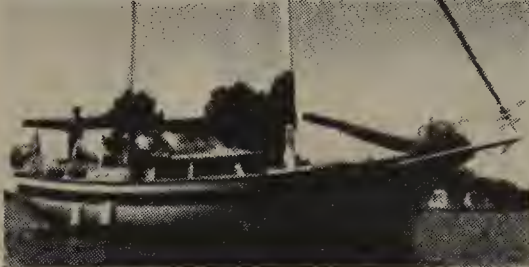
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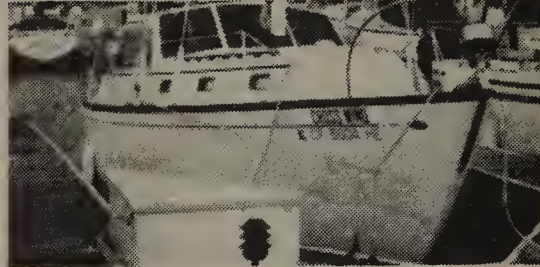
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| 36' | Cheoy Lee ketch | 1976   | 75,000   |

| LOA | Year                 | Design | Asking   |
|-----|----------------------|--------|----------|
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| LOA | Year           | Design | Asking  |
|-----|----------------|--------|---------|
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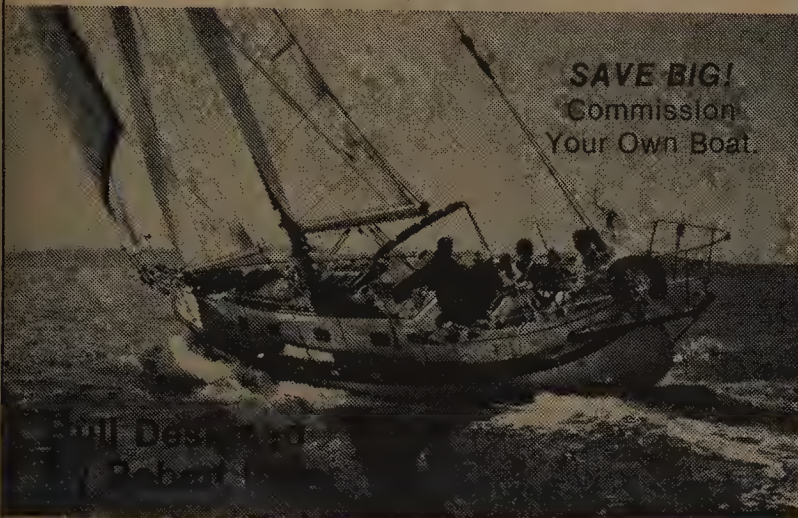
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**SELLERS:** If you own any well-built boat in good condition & want an honest and capable person to represent you during the problems of negotiation, financing, sea trial, survey, title transfer, insurance, property tax proration & the inevitable Snafu, please call & list your boat.

# Cityyachts

Foot of Laguna Street San Francisco, California 94123  
(415) 567-8880

|                              |                     |
|------------------------------|---------------------|
| 30' YANKEE                   | 31,700              |
| 30' COLUMBIA                 | 23,500              |
| 30' ISLANDER MARK II         | 5 FROM 29,500       |
| 30' RAWSON                   | 29,800              |
| 30' ROBIN MAIR ULDB.         | 30,000              |
| 30' TARTAN                   | 2 FROM 24,000       |
| 30' ERICSON                  | 49,950              |
| 30' FISHER MOTORSAILOR       | 54,500              |
| 30' NEWPORT PHASE II         | 3 FROM 28,000       |
| 30' HUNTER                   | 34,900              |
| 30' CHEOY LEE                | 19,900              |
| 30' CATALINA                 | TRADE / 35,000      |
| 30' U.S.                     | 33,500              |
| 31' CHEOY LEE                | 34,900              |
| 31' SUNWIND                  | 44,500              |
| 32' CENTURION                | 43,000              |
| 32' WESTSAIL CUTTER          | 2 FROM 58,000       |
| 32' PACIFIC SLOOP            | 22,500              |
| 32' ISLANDER MARK I          | 38,000              |
| 32' VALIANT                  | 2 FROM 58,000       |
| 32' MULL (COLD MOLD)         | 27,500              |
| 32' BENETEAU                 | 40,000              |
| 33' TARTAN 10                | 2 FROM 24,900       |
| 33' APHRODITE                | 34,900              |
| 33' COLUMBIA 5.5             | 9,000               |
| 33' HOBIE                    | 41,500              |
| 33' WYLIE                    | 65,000              |
| 33' INTERNATIONAL ONE DESIGN | 24,000              |
| 33' C & C                    | 47,500              |
| 34' WYLIE                    | 59,000              |
| 34' CAL                      | 29,900              |
| 34' COLUMBIA                 | 34,500              |
| 34' HANS CHRISTIAN           | 77,000              |
| 35' CORONADO                 | * 44,000            |
| 35' SANTANA                  | 2 FROM 49,900       |
| 35' C & C                    | 39,900              |
| 35' ERICSON                  | 2 FROM 38,000       |
| 35' CUTTER                   | 75,000              |
| 36' LANCER                   | 88,000              |
| 36' CHEOY LEE LUDERS         | 50,000              |
| 36' ISLANDER FREEPORT        | 3 FROM 85,000       |
| 36' ISLANDER                 | 2 FROM 37,000       |
| 36' RAVAGE                   | 52,500              |
| 36' MARINER POLARIS CUTTER   | 74,500              |
| 36' ERICSON                  | 79,900              |
| 37' TARTAN                   | 2 FROM 81,500       |
| 37' CREALOCK                 | 120,000             |
| 37' ISLAND TRADER            | 63,000              |
| 37' RANGER                   | 2 FROM 48,000       |
| 38' BALTIC                   | 157,000             |
| 38' FARALLONE CLIPPER        | 45,000              |
| 38' MORGAN                   | 88,000              |
| 30' HANS CHRISTIAN           | 115,000             |
| 38' ERICSON                  | OFFERS / 112,500    |
| 39' FREYA                    | 120,000             |
| 39' ROGERS "SALT SHAKER"     | 99,500              |
| 39' LANCER                   | 105,000             |
| 40' ONE TONNER "FEVER"       | 85,000              |
| 40' GULFSTAR                 | 114,000             |
| 40' PEARSON                  | 105,000             |
| 40' OLSON "FAST BREAK"       | 109,500             |
| 41' NELSON SLOOP             | 185,000             |
| 41' NEWPORT                  | 70,000              |
| 41' COOPER 416               | 117,500             |
| 41' CT AUX. KETCH            | 59,500              |
| 41' ISLANDER FREEPORT        | 115,000             |
| 41' MORGAN OUT-ISLAND        | 2 FROM 79,950       |
| 41' PETERSON RACE SLOOP      | 118,000             |
| 42' DUBOIS                   | 99,500              |
| 42' PEARSON 424              | 119,500             |
| 42' STEWART                  | 89,000              |
| 43' GULFSTAR                 | 98,000              |
| 43' ALDEN SCHOONER           | 95,000              |
| 44' BOUNTY KETCH             | 114,900             |
| 44' NORDIC                   | 169,500             |
| 44' SWAN 441                 | 175,000             |
| 44' PETERSON                 | 135,000             |
| 44' LAFITTE                  | 175,000             |
| 44' ALDEN KETCH              | OFFER/TRADES 45,000 |
| 44' CHEOY LEE                | 162,500             |
| 45' VAN DER                  | 59,500              |
| 45' OMEGA                    | 107,000             |
| 45' MORGAN                   | 140,000             |
| 46' FISHER MOTORSAILOR       | 245,000             |
| 46' MOTORSAILOR              | 160,000             |
| 47' VAGABOND                 | 139,500             |
| 47' SWAN 182                 | 230,000             |
| 50' GULFSTAR                 | 2 FROM 145,000      |
| 50' SANTA CRUZ               | 175,000             |
| 51' ISLAND TRADER            | OFFERS / 135,000    |
| 59' PILOT HOUSE KETCH        | 295,000             |
| 64' HUNTINGFORD KETCH        | 215,000             |
| 65' SWAN 651                 | 795,000             |
| 105' NEVINS                  | 300,000             |

\*San Francisco Berth Included



# SAN FRANCISCO BAY BOAT BROKERS

**SAUSALITO, CA (415) 332-8794**

|     |                                   |                      |                |
|-----|-----------------------------------|----------------------|----------------|
| 22' | Santana                           | 1969                 | \$5,000.00     |
| 24' | S&S Yankee Dolphin                | 1967                 | 12,500.00      |
| 24' | Cal 2-24                          | 1968                 | 10,000.00      |
| 26' | Pearson Sloop                     | 1977                 | 14,000.00      |
| 26' | Columbia MKII                     | '70, '71             | frm 9,800.00   |
| 27' | Santana                           | 1968                 | 12,500.00      |
| 28' | Albin Cumulus                     | 1982                 | 33,000.00      |
| 29' | Cal 2-29                          | 1975                 | 29,900.00      |
| 31' | Mariner 31 Ketch                  | 1971                 | 30,000.00      |
| 31' | Cheoy Lee O/S Ketch               | 1967                 | 30,000.00      |
| 32' | Traveler                          | 2 available '77, '79 | frm 49,500.00  |
| 32' | Westail 32                        | 1978                 | 63,000.00      |
| 32' | Pearson Sloop                     | 1983                 | 59,500.00      |
| 32' | Islander                          | 1975                 | 39,500.00      |
| 34' | Cal 34                            | 2 available '68, '69 | frm 33,000.00  |
| 36' | Islander                          | 1977                 | 65,000.00      |
| 39' | Frya 39                           | 1980                 | 122,000.00     |
| 40' | Hinckley Bermuda 40 Yawl          | 1963                 | 97,500.00      |
| 40' | Cheoy Lee Midshipman Ketch        | 1975                 | 85,000.00      |
| 41' | King's Legend Cruiser             | 1985                 | 119,000.00     |
| 41' | North Sea Pilot Cutter FC         | 1973                 | 60,000.00      |
| 41' | Freeport Islander                 | 2 available '76, '77 | frm 108,000.00 |
| 43' | Hans Christian                    | 1980                 | 125,000.00     |
| 45' | Garden Porpolse Ketch             | 1977                 | 145,000.00     |
| 24' | Sloop Granny                      | 1926                 | 3,000.00       |
| 28' | Hallberg P-28                     | 1958                 | 9,000.00       |
| 30' | Friendship Sloop                  | 1964                 | Offers         |
| 32' | Tumlaren Sloop                    | 1948                 | 22,500.00      |
| 34' | Sparkman&Stephens Aux. Yawl       |                      | 27,500.00      |
| 40' | Sparkman&Stephens Aux. Yawl       | 1960                 | 57,000.00      |
| 40' | Kettenburg K-40                   | 2 available '61, '64 | frm 29,000.00  |
| 40' | Concordia Yawl                    | 1957                 | 75,000.00      |
| 45' | Custom New Zealand Cruising Ketch | 1974                 | 90,000.00      |
| 30' | Pacemaker Sportfisher             | 1965                 | 14,500.00      |
| 38' | Hunter Express Cruiser            | 1960                 | 45,000.00      |
| 38' | Pacemaker Sportfisher             | 1965                 | 39,995.00      |

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HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."

New

## Sparkman & Stephens 47



### Let Uncle Sam Buy Your Boat

Place your New Sparkman & Stephens 47 in our San Francisco Bay or La Paz Mexico Charter Fleet and receive

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Be the proud owner of a New Sparkman & Stephens 47 — The unsurpassed performance cruiser at just

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40' Valiant Sail mag's "cruising yacht of the decade" Very clean. Reduced \$116,000

### Selected Listings...

|                            |       |
|----------------------------|-------|
| 20' Cal                    | 4,800 |
| 20' Santana                | 4,800 |
| 21' Cal w/trailer          | 5,000 |
| 22' Catalina w/trailer '72 | 6,900 |
| 22' Chrysler '76           | 5,500 |
| 22' Ranger w/trailer '78   | 8,000 |

|                           |               |
|---------------------------|---------------|
| 22' Santana               | 2 from 5,000  |
| 23' Ericson               | 2 from 5,950  |
| 23' O'Day '78             | 12,000        |
| 23' Ranger '76            | 13,000        |
| 24' Col. Challenger '64   | Must Sell     |
| 24' Col. Contender '66    | Offers        |
| 24' Lapworth '69          | 5,300         |
| 24' Farr '81              | 12,900        |
| 24' Vashon Troller '80    | 19,500        |
| 24' Yankee Dolphin '67    | 12,500        |
| 25' Meridian '61          | 12,500        |
| 25' Merit '79             | 12,500        |
| 25' O'Day '76             | 11,500        |
| 25' Yamaha                | 2 from 18,000 |
| 26' Balboa '74            | 12,500        |
| 26' Chrysler '79          | 13,500        |
| 26' Clipper w/trailer '74 | 5,900         |
| 26' Ericson '67           | 11,000        |
| 26' Lapworth              | 15,000        |
| 27' Catalina              | 2 from 16,500 |
| 27' C&C '71               | 19,950        |
| 28' Islander              | 2 from 32,000 |
| 28' Pearson Triton        | 2 from 12,500 |
| 28' Yamaha NEW MODEL      | 38,900        |
| 29' SeaFarer '74          | 12,000        |
| 30' Ericson '69           | BANK REPO     |
| 30' Pacific '72           | 11,000        |
| 30' Farr '78              | 26,850        |
| 30' Yamaha CUSTOM RACER   | New 45,000    |
| 32' Angleman Sloop '57    | 25,000        |
| 32' Arles '82             | 45,000        |

|                                 |                 |
|---------------------------------|-----------------|
| 32' Clipper Marine '76          | 17,500          |
| 32' Nantucket Clipper '71       | 29,950          |
| 32' Westsail '79                | 63,000          |
| 33' Hobie w/trailer '82         | 41,000          |
| 33' Yamaha                      | 45,000          |
| 33' Morgan O.I. '73             | 39,000          |
| 34' Peterson '81                | 66,000          |
| 35' Chris Craft Motorsailer '72 | 55,000          |
| 35' Ericson '70                 | 38,000          |
| 36' Cheoy Lee '76               | 75,000          |
| 37' Alden Ketch '36             | 40,000          |
| 37' Crealock '81                | 120,000         |
| 37' Tayana '79                  | 80,000          |
| 37' Yamaha NEW MODEL            | Complete 79,500 |
| 38' Morgan '83                  | BANK REPO       |
| 38' Yamaha CUSTOM RACER         | New 125,000     |
| 40' Morgan Ketch '71            | 70,000          |
| 40' Olson '83                   | 109,500         |
| 40' Vallant '76                 | 116,000         |
| 41' Gauntlet Cutter '36         | 53,000          |
| 42' Yamaha CUST RACE/CRUIS      | New 185,000     |
| 43' Alden Schooner '79          | 95,000          |
| 43' Bluenose Schooner '47       | 67,000          |
| 43' Holland Sloop               | 255,000         |
| 43' Westsail '76                | 144,000         |
| 45' Omega '79                   | 107,000         |
| 45' Stephens Motor Yacht '31    | 70,000          |
| 52' Columbia '72                | 150,000         |
| 53' Cheoy Lee '83 BANK REPO     | 205,000         |
| 59' Ketch USCG Cert. '81        | 275,000         |

Quality Listings Invited



# GOLDEN STATE

INTERNATIONAL YACHT & BOAT SALES



This Boat Is  
Clean And Loaded!!

**\$49,950**  
sistership



**29' RANGER**  
inboard,  
\$24,500/offers



**30' 1/4 T KIWI**  
loaded  
Offers



**68' LUKE BRO.**  
engine '38 cutter in good strong condition.  
\$179,000/offers

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On The Water, #17, Embarcadero Cove, Oakland, CA 94606

## SAIL BROKERAGE

|                                           |        |                                            |         |
|-------------------------------------------|--------|--------------------------------------------|---------|
| 26' Columbia MkII,<br>must see!.....      | Offers | 30' Islander, loaded!.....                 | 29,000  |
| 26' Folkboat, 1970.....                   | 14,500 | 35' Benford cutter.....                    | 45,000  |
| 27' Catalina, outboard,<br>must see!..... | 16,900 | 36' MacGregor cat, 1979...                 | 32,000  |
| 27' O'Day.....(2) from                    | 16,900 | 36' Ericson, flush deck....                | 69,900  |
| 28' Albin Cumulus....Try                  | 29,900 | 37' Crealock.....                          | 125,000 |
| 29' Ranger,<br>Gary Mull design.....      | 24,500 | 37' Flying Dutchman<br>racer/cruiser ..... | Offers  |
| 30' Ericson, 1984,<br>loaded.....         | 49,950 | 38' Ericson, 1980.....                     | 87,500  |
| 30' Ericson 30+.....                      | 49,950 | 38' Hans Christian....Try                  | 109,000 |
| 30' Pearson, 1978.....Try                 | 25,000 | 39' Westerly, Perry design.                | 109,000 |
| 30' Custom racer, 'Kiwi'<br>.....Asking   | 39,900 | 39' Irwin, fast.....Try                    | 79,000  |
| 30' Whitby, 1966.....Try                  | 28,500 | 40' Pearson, 1979.....                     | Offers  |
| 30' Cutter rigged<br>sloop, 1947.....     | Offers | 40' Olson, 'Fastbreak'....                 | 109,500 |
|                                           |        | 41' Islander Freeport,<br>loaded.....      | 125,000 |
|                                           |        | 46' Morgan ketch, loaded.                  | 175,000 |
|                                           |        | 48' CT cruising ketch.....                 | 169,000 |

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Golden Star Trawlers



## Center Cockpit Ketch

Roomy liveaboard, aft cabin w/lrg bunk, spacious main cabin w/all amenities, 2 heads w/shower, auto heat, refrig., teak decks, dodger, a.p., Combi Unit, Perkins 75 hp dsl (very low hrs), many other extras! **What A Value! Try \$129,000.**

## SELECT LISTINGS

- ★ 23' ERICSON '75, 110%, 130%. Extra clean. **\$6,500**
- ★ 24' MOORE '82. Cleanest Moore on the Bay, w/trlr **19,950**
- ★ 25' U.S. '82, Autohelm, spin/gear, full electr, loaded! **14,000**
- ★ 27' CORONADO '71, Yanmar diesel. *Just reduced!* **14,000**
- ★ 27' CATALINA '75. Atomic 4, very nice. **16,500**
- ★ 27' CAL 27 MkIII, '83, Yanmar, full electronics, H&C pres. water, 110 AC, shower. **29,500**
- ★ 27' NOR'SEA '77, center cockpit w/aft cabin, Volvo 15 hp dsl, built to cruise the world. **34,500**
- ★ 28' LANCER '76, owner financing available. **15,000**
- ★ 28' ISLANDER '76, Perry design, Volvo diesel. **28,000**
- ★ 30' ERICSON 30+ '82, ST winches, dsl aux, North sails, electronics. Spotless!! **49,500**
- ★ 30' HUNTER '83, dsl aux, H&C pressure water, shower, electronics, roomy, sharp, wheel steering. **31,500**
- ★ 30' COLUMBIA '72, 6 sails, 2 spinnakers w/gear, full electronics. A lot of boat . . . *Reduced to* **22,500**
- ★ 32' DREADNAUGHT cutter, '78, ocean cruiser, Larwykk windvane, Saab dsl, brightwork just reconditioned. Reduced to **47,500**
- ★ 33' PEARSON Vanguard sloop, '66, race rig. Loaded! **31,000**
- ★ 34' NASSAU cutter, '85, full keel, dbl-ender, Yanmar, electronics, dodger. A fast cruiser. **63,500**
- ★ 35' ERICSON slp, '70, 140%, 150%, very clean! **Make Offer!**
- ★ 36' MARINER cutter, '79, Wilm Garden design, Isuzu diesel, dodger, many extras! Try . . . **59,500**
- ★ 37' TAYANA cutter, '82, Yanmar diesel, teak house, tanbark sails, very traditional & well maintained. *Owners forced to sell!!* **76,500**
- ★ 37' TAYANA cutter, '79, full electronics, battery charger, Perkins 4-108 diesel heater, set up for cruising or liveaboard. Reduced to . . . **79,000**
- ★ 37' TAYANA Pilothouse Cutter, '85, Hood furling jib & stays'l, custom teak & spruce interior, head w/seperate shower, Yanmar 44 hp dsl, stove, electronics. Available for leaseback. **99,500**
- ★ 40' LOWMAN Motorsailer, '46, new 50 hp BMW dsl. **60,000**
- ★ 42' TAYANA VANCOUVER aft ckpt ctttr, '86, brand new! Teak decks, Hood furling, Yanmar 44 hp dsl, electronics. Available for leaseback. **119,600**
- ★ 55' TAYANA cutter, '85, cstm interior, rod rigging, bow thruster, superbly equipt. Too much to list!! **325,000**

## POWER

- ★ 36' SEA RAY Flybridge Sedan, '82. **89,500**
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# EDGEWATER YACHT SALES

1306 BRIDGEWAY

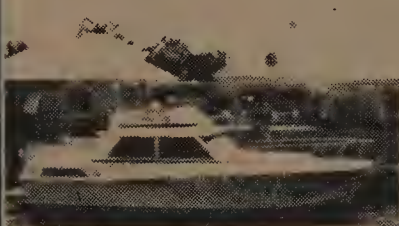
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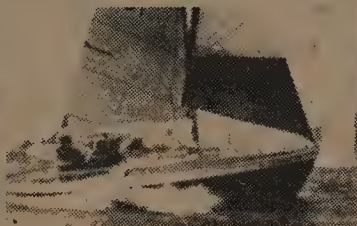


**50' CALKINS**

Solid cruise equipment, loaded with electronics, including ICOM Ham set. All in exclnt condition. **Reduced to \$60,000.00.**



**36' UNIFLITE.** Double cabin, dual stations, Onan generator. Loaded with extras. **Asking \$65,000.00.**



**CAL 20.** 1968. Full racer, with galvanized trailer. **Asking \$3,200.00.**



**34' YAWL, SPARKMAN & STEPHENS DESIGN.**

Perkins diesel, Bank Repo.

**Asking \$17,000.00.**



**25' CLASSIC** Built '20, Hicks engine, cedar planked, copper riveted, loaded w/outstanding equip., all in perfect condition. **Try \$15,000.**



**36' CHRIS CRAFT** Tri Cabin. Loaded w/equip incld'g 7.5 gen., full Delta cover. Owner will take trade. **Make Offer.**



**41' YANKEE CLIPPER** Quality cruise-equipped, f/g & teak, Perkins, Onan 7.5 kw, autopilot, Loran, VHF, ADF & ham set. Boat & equipment in perfect condition. **Only Asking \$50,000.00.**



# KERMIT PARKER YACHT BROKERAGE

(415) 456-1860

San Rafael Yacht Harbor, 557 Francisco Blvd., San Rafael, CA 94901



**60-FT YAWL, DESIGNED BY TRUTLE.**

Fir on oak. Pilothouse, 160 hp diesel, radar.

**Asking \$94,500.00**



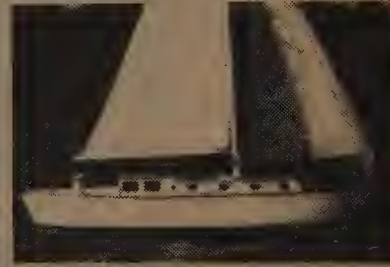
**37' RAFIKI** Cutter. Colin Archer race winner. Set up for world cruising. **\$79,000.00/Offers.**



**38' INGRID** Ketch. Has been extensively cruised, fast and comfortable. **Asking \$61,000.00.**



**32' WESTSAIL** Cutter. Rare flush deck model. Amazing inventory list. Proven cruiser. **Asking \$58,000.00.**



**32' DeFEVER** Sloop. Douglas fir planks, teak decks, Volvo dsl, 8 bags sails, VHF, depthsounder, RDF. **Asking \$29,500.00.**



**25' PACIFIC SEACRAFT.** 1977. Cute pocket cruiser. Yanmar dsl, VHF, DS, knotmeter. **Asking \$22,500.00.**



**45' BREWER** Ketch. 1-3/8" teak hull, has barely been out of slip since new. **Asking \$85,000.00.**



**48' GARDEN** Ketch. 1971. Yellow cedar planked, Perkins diesel, loaded for cruising. **\$109,00.00/Real Estate Trade.**



**37' ALDEN** Malabar Schooner. Built by Stone in 1931. 1980 Perkins diesel. 1-1/2" fir planking. **Asking \$44,000.00.**

**CLASSIC WOODEN YACHTS OUR SPECIALITY**



# MILANO YACHTS

**DISTINCTIVE NEW &  
PRE-OWNED CRUISING YACHTS**

## STARGAZER — MOGAN 38



LOA ..... 38'4"  
LWL ..... 30'6"  
BEAM ..... 12'  
DRAFT ..... 6'

A fast, top quality, bluewater cruising yacht designed to combine the best qualities for off-shore passages and excellent handling at sea plus super comfort at dockside. Heavy hand laid-up fiberglass hull constructed with fire-retardant resin. The deck is cored with Airex for maximum sound and thermal insulation.

- 28 S/T Primaries
- VHF Horizon 78
- Signet Knotmeter
- Spinnaker Gear
- Tri-Color Masthead Light
- Stereo AM/FM Cassette
- Teak & Holly Cabin Sole

- Propane Stove w/Oven
- Lead Keel
- Diesel Engine
- Bruce Anchor
- H/C Pressure w/Shower
- Manual & Electric Bilge Pumps

She is in lovely condition and ready to make someone a very happy Sailor. Offered at **\$69,000**  
Real Estate trades acceptable

## FAITH — WILLARD 8 TON/30' CUTTER



LOA ..... 35'2"  
LOD ..... 30'  
LWL ..... 27'6"  
BEAM ..... 10'6"  
DRAFT ..... 4'8"



A W. Crealock design built by a company with 20 years of experience building custom fiberglass boats up to 120'. The Willard 8 ton was patterned after famous North Sea trawler hulls — she is a sturdy double-ender designed and built to ride out conditions at sea. She has firm bilges to reduce roll and a round transom for greater reserve buoyancy. A well flared bow and deep forefoot help reduce pounding and spray when going to weather. If you are serious about world cruising and demand a safe, seaworthy vessel . . . here she is.

- Oversized Rigging
- Hand laid fiberglass hull
- Full engine alarm system
- Internal scuppers
- External ballast
- Haylon fire extinguishers
- Mast head strobe
- Large storage
- Six sails

- Teak & holly cabin sole
- Full dodger
- Wheel steering
- Combi cruising center
- 35 lb. plow w/S&C windlass
- 250' chain
- H/C pressure water
- Kerosene stove w/oven

**\$49,500**



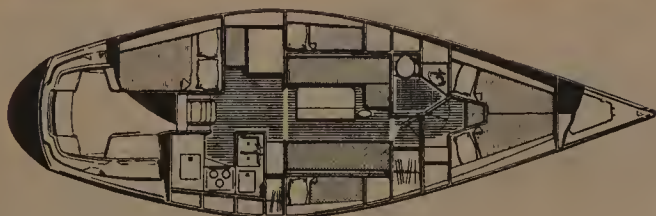
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1535 BUENA VISTA AVE. • ALAMEDA**



# MILANO YACHTS

## DISTINCTIVE NEW & PRE-OWNED CRUISING YACHTS

SISTERSHIP



### C&C 40

A very special tall rig and deep keel C&C 40. She is loaded and has been maintained as necessary to keep her finely tuned. A full up competition equipped 40 footer with the right gear installed by a knowledgeable racing skipper. Try her on the circuit or as a high performance cruiser. **\$120,000.**

SISTERSHIP



### Pearson 424

Pearson quality throughout. This sweet sailing sloop rigged yacht gleams with self-tailers, roller furling jib, propane stove & oven, teak interior, two heads, H/C pressure, w/shower plus much more. Style, grace and comfort.

All for **\$119,500**

### CLASSIC CRUISERS

|                           |                                   |          |
|---------------------------|-----------------------------------|----------|
| ★ 23' BEAR BOAT           | Full interior, clean              | \$ 8,000 |
| ★ 25' NORDIC FOLKBOAT     | Full cover, new sails             | 9,500    |
| ★ 26' NORDIC M/S FK       | Inside steering, Dsl              | 25,000   |
| 28' TRITON                | LPU Topsides, new rigging         | 17,500   |
| ★ 30' CHOHEY LEE KETCH    | Diesel, shore power, teak         | 19,500   |
| ★ 30' MCGREGOR            | Wd, inb Automic 4                 | 25,000   |
| 31' CHOHEY LEE KETCH      | Dsl, Roller furl                  | 30,000   |
| 31' DASHER                | Easom built, L-32, new rig, clean | 20,000   |
| ★ 33' WINDWARD            | Almost restored                   | 18,000   |
| 36' ANGLEMAN KETCH        | dsl., wd., pac, vet., ready to go | 36,000   |
| 38' ALDEN CHALLENGER YAWL | 16 sails, dsl, loaded             | 78,000   |
| 40' PACIFIC YAWL          | European Quantity, BMW dsl        | 74,500   |
| 45' CUSTOM NZ KETCH       | Center cockpit, extensive gear    | 90,000   |
| ★ 46' GARDEN KETCH        | Loaded, 6 sails, ksl.             | 98,500   |
| 55' ALDEN C/B YAWL        | B&G inst., cruise equip.          | 65,000   |
| ★ 60' GAFF RIGGED CUTTER  | APPT. ONLY                        | 175,000  |
| 65' ALDEN KETCH           | Loaded                            | 95,000   |

### EXHILARATING HIGH PERFORMANCE — RACE READY

|                   |                                         |               |
|-------------------|-----------------------------------------|---------------|
| 24' MOORE         | Full one-design ready, fresh water boat | \$ 16,000     |
| ★ 27' CONTEST     | Custom Zaal dsn, racer/cruiser          | 19,750        |
| 27' SANTA CRUZ    | Trl, 11 bags, new standing & running    | 16,500        |
| 29' BUCCANEER 295 | Spin gear, 4 sails local loft           | 27,500        |
| 30' PEARSON FLYER | BMW dsl, Spin gear, st                  | 38,500        |
| ★ 30' J 30        | Very clean, lots of sails, ready to go  | 41,500        |
| ★ 30' OLSON       | 8 sails, fast and light                 | 27,500        |
| 33' HOBIE         | w/trl., North Sails, plush int.         | 41,500        |
| ★ 34' DASH        | Fast Davidson dsn., 8 sails, Loran      | 38,500        |
| ★ 34' WYLIE       | Class sails, good electronics           | 2 from 56,500 |
| 35' SANTANA       | Class equipped                          | 2 from 58,000 |
| 36' PETERSON      | Dsl, 19 bags, B&G inst., sleeps 8       | 69,500        |

### LIVEABOARD EXPERIENCED OFF-SHORE CRUISERS

|                      |                                           |               |
|----------------------|-------------------------------------------|---------------|
| 32' TRAVELER         | Dsl, refer, 2 suites, wind vane, windless | \$65,000      |
| 32' WESTSAIL         | Teak int, late model, excellant           | 62,500        |
| ★ 33' FREEDOM        | Cat Ketch, easy to sail                   | 2 from 79,000 |
| ★ 35' FANTASIA       | Cruise equip, cc                          | 67,500        |
| 37 RAFIKI            | Dbl end cruiser, well equipped            | 2 fm 78,500   |
| ★ 37' TAYANA AP,     | dsl heater, reefer                        | 87,500        |
| 38' MORGAN 382       | Good ocean sailer                         | 69,000        |
| 38' DOWNEAST CUTTER  | Auto pilot, WP, WS                        | 2 fr. 67,500  |
| ★ 38' CABO RICO      | Ctr. dsl, CNG, reefer                     | 89,500        |
| ★ 39' CAL CORINTHIAN | Rod Rig., Dsl heater                      | 80,000        |
| ★ 39' LANCER         | m/s Roomy, great liveaboard               | 105,000       |
| 39' CAL              | Tri-cabin, spinn                          | 85,000        |
| 40' MORGAN KETCH     | Pacific vet cruise ready                  | 70,000        |
| ★ 40' SWIFT KETCH    | S&S dsn. CC aft cab                       | 115,000       |
| 40' NEWPORTER KETCH  | Wood, Lot's elec. & sails                 | 79,500        |
| 41' MORGAN O.I.      | Fully found, BVI                          | 65,000        |
| 41' YANKEE CLIPPER   | Restored, below mkt                       | 49,500        |
| ★ 41' CHEOY LEE      | Radar, Auto Helm, Loran, Generator        | 99,500        |
| 41' CT               | New cush, dodger, dink                    | 79,500        |
| 42' SPENCER          | Equipped for Blue water cruise            | 69,000        |
| 44' HARDIN KETCH     | AC cab, passage maker                     | 114,900       |
| 45' COLUMBIA         | Loaded, canvas, liveaboard                | 110,000       |
| 46' MORGAN KETCH     | Loaded                                    | 150,000       |
| ★ 47' KAUFMAN & LADD | Twin aft. cab, cutter                     | 149,000       |
| 47' PERRY KETCH      | 80 hp dsl, aft cbn, reefer                | 100,000       |
| 48' CT PERRY KETCH   | Full keel, loaded                         | 175,000       |
| ★ 50' GULFSTAR       | So. Pacific Vet., loaded, like new        | 149,000       |

### DEALERS FOR BRISTOL YACHTS

|                    |                                  |                 |
|--------------------|----------------------------------|-----------------|
| 30' BRISTOL 29.9   | Dsl., full instr.                | 2 from \$39,750 |
| ★ 32' BRISTOL      | Full keel, Hood dsn, roller furl | 37,500          |
| ★ 35' BRISTOL 35.5 | Dsl., gd. inst., rugged cruiser  | 2 fr 70,000     |
| 40' BRISTOL        | Quality, off-shore equip. F.K.   | 110,000         |
| ★ 45' BRISTOL 45.5 | Like new, Outstanding quality    | 205,000         |



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## STARTER BOATS

|                               |                              |
|-------------------------------|------------------------------|
| ★ 22' COLUMBIA . . . \$ 4,900 | ★ 25' O'DAY . . . . . 12,900 |
| ★ 22' SANTANA . . . . 5,500   | ★ 25' HUNTER . . . . . 8,000 |
| ★ 22' MacGREGOR . . . 5,000   | ★ 26' COLUMBIA MK II         |
| ★ 22' CATALINA . . . . 4,500  | ..... 3 from 10,000          |
| 23' ERICSON . . . . . 9,950   | ★ 26' EXCALIBUR NOW 9,500    |
| ★ 24' J24 . . . . . . . 8,500 | ★ 26' PEARSON 3 from 11,500  |
| ★ 24' WINDWARD . . . 6,750    | ★ 27' BUCCANEER . . . 12,500 |
| 24' YANKEE DOLPHIN            | ★ 27' CORONADO               |
| ..... 2 from 12,500           | ..... 2 from 10,000          |

## EXPERIENCED BAY BOATS

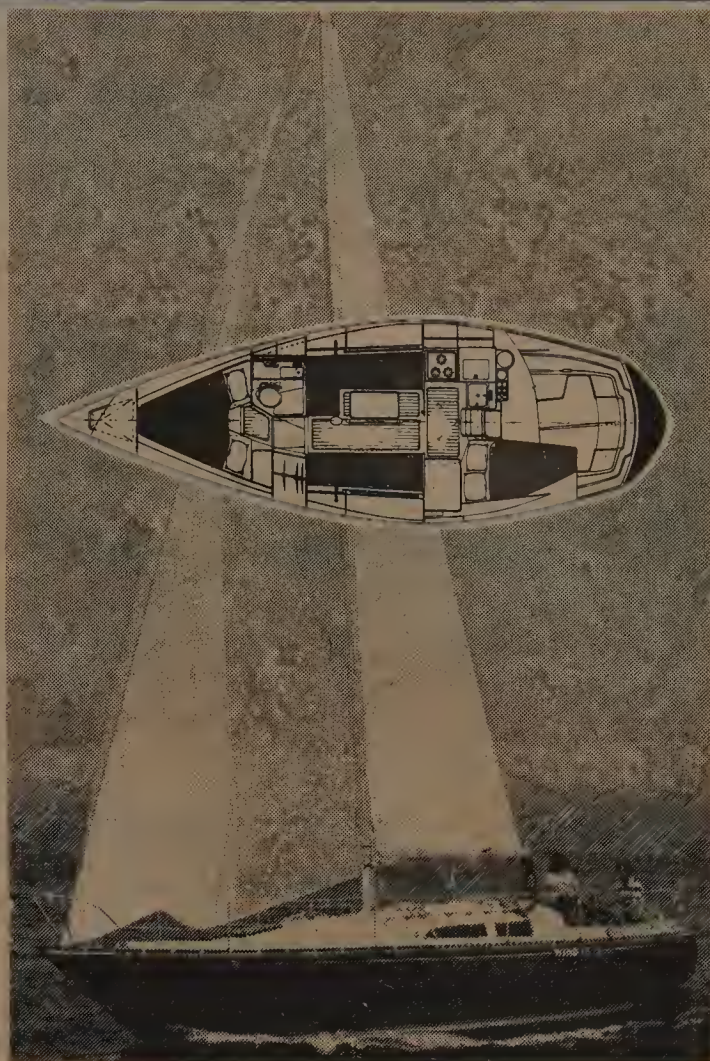
|                                                          |               |
|----------------------------------------------------------|---------------|
| ★ 22' CAPE DORY IB dsl. great pocket cruiser . . . . .   | \$22,500      |
| ★ 26' DAWSON CC, dsl, wheel . . . . .                    | 18,000        |
| ★ 26' ISLANDER Sun cover, 4 sails, Bristol Condition . . | 23,500        |
| ★ 26' CONTESSA fk, auto pilot, blt. to Lloyds specs. NBP | 15,750        |
| 26' INT FOLKBOAT Classic Scandinavian Design . . . .     | 15,500        |
| ★ 27' CAL 2-27 Big 1 dsn class, nice . . . . .           | 23,900        |
| ★ 27' CATALINA OB . . . . .                              | 13,500        |
| ★ 27' ERICSON . . . . .                                  | 3 from 17,500 |
| 27' MORGAN BMW diesel, 5 sails w/spinn. . . . .          | 20,250        |
| ★ 27' NEWPORT Fresh water, good gear . . . . .           | 2 from 18,000 |
| ★ 27' US IB dsl., roomy & good perf. for bay . . . . .   | 27,500        |
| ★ 29' GULF Pilothouse, dsl, st. . . . .                  | 28,500        |
| 29' CAL 4 sails, CNG, Lines aft, I/B, new BP . . . . .   | 30,000        |
| 29' COLUMBIA I/B, 7 sails w/2 spinn. . . . .             | 18,000        |
| ★ 30' CAL 2-30 Dsl, all led aft . . . . .                | 22,000        |
| ★ 30' LANCER Dodger, wheel, wp/ws . . . . .              | 30,500        |
| ★ 30' CATALINA Light & modern, dsl . . . . .             | 38,000        |
| 30' ISLANDER MK II Dsl., SP, stereo . . . . .            | 34,500        |
| ★ 30' SEIDELMANN dsl, tiller, dodger . . . . .           | 33,900        |
| ★ 30' RAWSON Lots of room/w dsls . . . . .               | 2 from 27,500 |

## MOVING UP — COASTAL CRUISERS

|                                                         |              |
|---------------------------------------------------------|--------------|
| ★ 27' DUFOUR 2800 . . . . .                             | \$35,000     |
| 29' CASCADE Dsl., custom finish . . . . .               | 27,500       |
| 30' CAPE DORY dsl, Alberg dsn . . . . .                 | 45,000       |
| 30' NEWPORT III Dodger, spin, AP . . . . .              | 34,500       |
| 30' BODEGA Burns dsgn . . . . .                         | 27,500       |
| ★ 30' PEARSON Autopilot, dodger, clean . . . NOW 2 from | 26,800       |
| ★ 30' ISLANDER BAHAMA Wheel, Signet, 2 from . . . . .   | 39,500       |
| 30' ERICSON Well equipped, 3 sails, inb . . . . .       | 27,000       |
| ★ 30' WILLARD 8 ton f/k, cutter, wheel, dsl . . . . .   | 49,500       |
| ★ 30' TARTAN Nice cond., owner anxious . . . . .        | As is 22,000 |
| ★ 31' PEARSON DS, WP, Spinn, will trade dn . . . . .    | NOW 39,000   |
| ★ 31' COLUMBIA 9.6 dsl, 4 sails, heater . . . . .       | 36,000       |
| ★ 32' ELITE Roll furl, H&C pressure water . . . . .     | 55,000       |
| 32' MARIEHOLM FOLK/BOAT Dodger . . . . .                | 38,000       |
| ★ 32' ERICSON Inboard, well kept . . . . .              | 29,000       |
| 33' US Dsl, rod rigging, roller frl, roomy . . . . .    | 37,500       |
| ★ 33' C&C Diesel, Spin. gear, Keel shoe . . . . .       | OFFERS       |
| 33' KALIK New BP, teak decks, Swan Quality . . . . .    | OFFER        |
| 34' CORONADO Dsl, Spin, . . . . .                       | 34,000       |
| 36' ISLANDER Full spin gear, avon . . . . .             | 41,000       |
| 36' HUNTER Will trade down . . . . .                    | 52,500       |

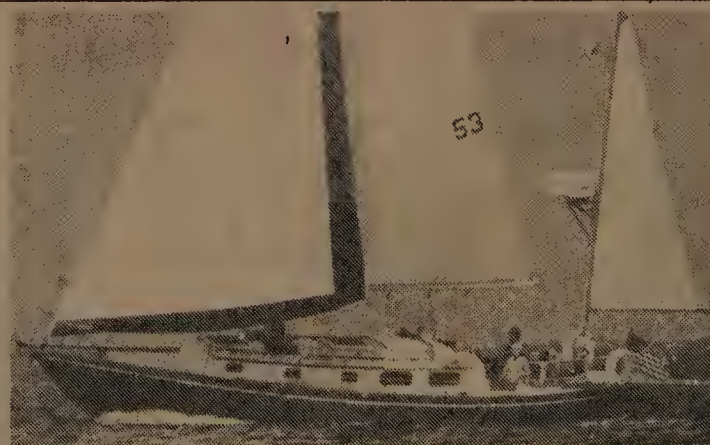
## C & C's GALORE — RACE OR CRUISE

|                                                       |            |
|-------------------------------------------------------|------------|
| C&C 26' Dsl, Spin, 6' headroom . . . . .              | \$31,500   |
| C&C 29 Diesel. Spin. gear, Keel shoe . . . . .        | OFFERS     |
| C&C 30 ½ ton, custom, 12 sails . . . . .              | 33,000     |
| ★ C&C 34 4 Sails, dsl, wheel, new BP . . . . .        | 59,500     |
| C & C 35 MKII Lots of gear . . . . .                  | 58,500     |
| C & C 36 Custom rig, loaded, Loran C . . . . .        | 89,500     |
| ★ C & C 36 Dodger, Loran, all canyas . . . . .        | Now 73,500 |
| ★ C & C 38 Full hydraulics, Loran C, New LPU . . . .  | 79,500     |
| ★ C & C 40' As new, spinn., good elect, full race . . | 120,000    |



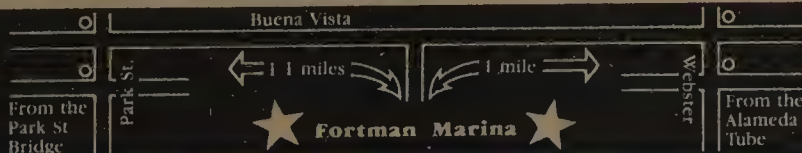
**C&C 34**

The ideal size yacht with terrific performance. Here is a design from C&C pleasing to the eye and built without compromise. Easy to sail for a short cruise on the Bay or a Club race against your friends. Diesel, Barient, three jibs, propane, good electronics. rod rigging, all in very good condition. **\$59,500**



**Bristol 40**

Classic Ted Hood design, full keel with cutaway; a combination that gives you performance and sea-kindly off-shore stability. She is a joy to sail and with all the custom features from Bristol yachts, a joy to behold. From the Zodiac to the Radar she is perfect. Call for an inventory. **\$110,000**



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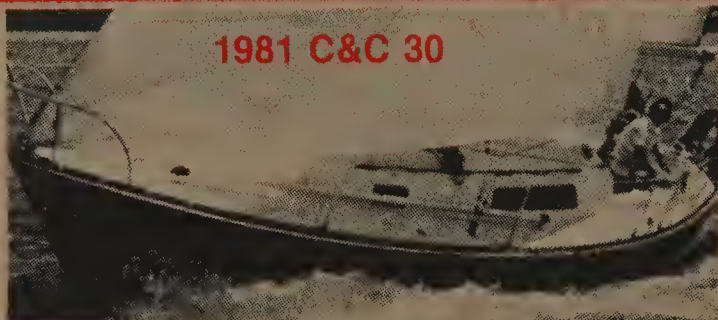
# BROKERAGE — SAIL

|                    |     |            |
|--------------------|-----|------------|
| 21' Freedom        | '84 | \$14,900   |
| 21' Wilderness     | (2) | from 6,000 |
| 22' J/Boat         | '83 | 12,000     |
| 22' Santana        | (2) | from 6,000 |
| 23' Sprinta Sport, | '81 | 14,500     |
| 24' J/Boat         | (4) | 10,900     |
| 24' Moore          | '80 | Offers     |
| 26' Columbia       | '70 | 10,500     |
| 26' Excalibur Sold | '74 | Offers     |

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|                    |     |             |
|--------------------|-----|-------------|
| 36' Islander       | '78 | 64,500      |
| 36' J/Boat         | (2) | from 79,500 |
| 36' Perry          | '78 | 73,000      |
| 36' Union          | '81 | 87,000      |
| 37' Crealock       | '82 | 120,000     |
| 37' Irwin ctr ckpt | '80 | 79,500      |
| 37' Ranger         | '73 | 49,500      |
| 37' S&S Tartan     | '80 | 75,000      |
| 38' Catalina       | '79 | 54,500      |
| 46' Cal 2-46       | '73 | 128,500     |



1981 C&C 30

Magnificently equipped pocket cruiser: Propane stove & oven, Dickinson diesel heater, hot & cold pressure water, Signet 1000/2000, RDF, 15 hp diesel, Avon dinghy, spinnaker gear. A good sailing yacht with proper amenities. Price: \$54,500.



RANGER 37

Must be seen! Brand new Mylar/Kevlar inventory. Westerbeke diesel. New interior varnish and upholstery. One of the nicest on the Bay. Priced well below market \$49,500.

|                        |     |        |
|------------------------|-----|--------|
| 26' Pearson            | '76 | 15,500 |
| 27' Cal 2-27           | '76 | 24,950 |
| 27' J/Boat             | '84 | 29,500 |
| 29' Cal                | '73 | 29,000 |
| 30' Chuck Burns design | '77 | 27,500 |
| 30' Santana            | '79 | 41,000 |
| 32' Angleman           | '57 | 25,000 |
| 32' Ericson            | '74 | 32,000 |
| 35' Coronado           | '71 | 43,500 |

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|              |     |         |
|--------------|-----|---------|
| 50' Gulfstar | (2) | 149,000 |
| 60' Alden    | '26 | 90,000  |

### BROKERAGE — POWER

|                 |     |         |
|-----------------|-----|---------|
| 25' Bayliner    | '80 | 19,900  |
| 25' Wellcraft   | '80 | 27,500  |
| 25' Farallon    | (2) | 29,500  |
| 31' Wellcraft   | '80 | 51,000  |
| 37' Hatteras    |     |         |
| Sport Fisher    | '77 | 150,000 |
| 50' Chris Craft | '54 | 95,000  |
| 58' Hatteras    | '73 | 450,000 |

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| Size             | Manufacturer | Yr  | Type  | Power | Trailer | Const. | Cond | Extras | Location | Value   | High Bid | Sold/Pending |
|------------------|--------------|-----|-------|-------|---------|--------|------|--------|----------|---------|----------|--------------|
| 16'              | CHRIS CRAFT  | '85 | run   | i/o   | yes     | fiber  | excl | avg    | Alameda  | 10,000  | 6,000    | 6,000        |
| 17'              | SEA SWIRL    | '85 | run   | i/g   | yes     | fiber  | excl | avg    | Alameda  | 12,000  | 6,000    |              |
| 19'              | CHRIS CRAFT  | '85 | run   | i/o   | yes     | fiber  | excl | avg    | Alameda  | 18,000  | 10,000   |              |
| 19'              | CENTURION    | '85 | run   | i/o   | yes     | fiber  | excl | avg    | Alameda  | 15,000  | 7,500    |              |
| 21'              | GALAXIE      | '83 | cru   | i/o   | yes     | fiber  | excl | loaded | Alameda  | 10,000  | 7,500    |              |
| 21'              | TARVA        | '78 | run   | i/o   | yes     | fiber  | good | avg    | Alameda  | 8,000   |          |              |
| 22'              | CENTURY      | '79 | cru   | i/o   | yes     | fiber  | good | avg    | Alameda  | 12,000  | 8,000    | 8,000        |
| 24'              | REINELL      | '77 | cru   | i/g   | no      | fiber  | fair | avg    | Alameda  | 10,000  | 5,000    |              |
| 35'              | HUNTER       | '64 | sedan | t/g   | no      | wood   | poor | bare   | Alameda  | 5,000   | 3,000    |              |
| 36'              | VEGA         | '62 | trwl  | i/d   | no      | fiber  | good | avg    | Alameda  | 60,000  | 28,500   |              |
| 43'              | CHRIS CRAFT  | '66 | tri   | t/g   | no      | wood   | good | loaded | Alameda  | 60,000  | 21,250   | 21,250       |
| 52'              | GOLDCOAST    | '79 | cru   | t/d   | no      | fiber  | fair | avg    | Alameda  | 157,000 | 75,000   |              |
| <b>SAILBOATS</b> |              |     |       |       |         |        |      |        |          |         |          |              |
| 26'              | S-2          | '78 | sloop | i/d   | no      | fiber  | good | avg    | Alameda  | 22,000  | 9,000    |              |
| 32'              | ERICSON      | '74 | sloop | i/g   | no      | fiber  | fair | avg    | Alameda  | 32,000  | 19,500   |              |
| 33'              | HUNTER       | '80 | sloop | i/d   | no      | fiber  | good | avg    | Alameda  | 41,000  | 26,500   | Offers       |
| 36'              | COLUMBIA     | '69 | sloop | i/g   | no      | fiber  | good | avg    | Alameda  | 40,000  | 24,000   |              |
| 36'              | CHEOY LEE    | '81 | sloop | i/d   | no      | fiber  | good | loaded | Alameda  | 65,000  | 38,000   |              |
| <b>PENDING</b>   |              |     |       |       |         |        |      |        |          |         |          |              |
| 21'              | TAHITI       | '80 | run   | ob    |         |        |      |        |          |         |          |              |
| 35'              | HUNTER       | '60 | sedan | t/g   |         |        |      |        |          |         |          |              |

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Length: (20'-25', 25'-30', etc.) \_\_\_\_\_

Type: (Fish/Ski, Cruise/Race, etc.) \_\_\_\_\_

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April Issue  
Volume I Number I  
0.00

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